OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START
OF
ROLL

ROLL

241

AGENCY
NAME: O Dot Support
Services

SERIES TITLE:

Contracts

FIRST RECORD
ON REEL:

Contract #9618 #2

REDUCTION
RATIO: 21X

1983 SW Park Blvd.-Airport Way 9618
Sec. of the Olds Ferry-Ontario
Hwy. (Grad., Pav. & Sig.) #2

9618 jc cc: OSHD (Rulien)

U.S. Department of Transportation
Federal Highway Administration

STATE COPY

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 3	**COUNTY** Malheur	**DIVISION** Oregon
DATE OF REPORT 5/29/87	**REPORT MADE BY** 5-29-87 T. P. Lowe, Area Engineer		**PROJECT NO.** F-DP-21-5(10)
COMPLETION DATE (Actual) 3/31/84	**ACCEPTANCE DATE BY CONRTACT AGENCY** 8/28/85	**TIME ELAPSED** 80 %	**CONTRACT TIME** 300 Days

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. W. PARK BLVD. - AIRPORT WAY (ONTARIO) SECTION
OLD FERRY - ONTARIO HIGHWAY
Grading, Paving & Signals

This project provided for widening of the subject section of highway in the city of Ontario to provide for four travel lanes and a continuous left turn median.

The final cost of $248,900 exceeded the authorization by 40%. Most of the overrun was caused by the necessity of adding a chip seal to the contract.

- TPL -

RECEIVED
STATE HWY ENGR
JUN 8 '87
REFER TO
Fredrickson
FOR
info [illegible] R/D D/K [illegible] act [illegible]

cy
6/11

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE TP Lowe		**SIGNATURE** John T. Price	
TITLE Area Engineer	**DATE** 6/1/87	**TITLE** District Engineer	**DATE** 6/5/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

CL 1986-0181
9618

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 6, 1986

IN REPLY REFER TO
FILE NO.:
CON 5 - 9618

FILED
MAY 09 1986
BARBARA ROBERTS
SECRETARY OF STATE

Ontario Asphalt & Concrete, Inc.
P. O. Box 457
Ontario, OR 97914

Attention: Rita Lockner

We have received your letter dated April 4, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Ontario Asphalt & Concrete Co.
AMOUNT:	$5,665.77
AGAINST (PRIME CONTRACTOR)	Comco Construction, Oregon Limited, dba Salem Road and Driveway Co.
CONTRACT NO.:	9618
PROJECT:	S.W. Park Blvd.-Airport Way (Ontario) Section, Olds Ferry-Ontario Highway Malheur County
SURETY:	United Pacific Insurance Co.
AGENT:	Hansen & Rowland Inc. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Comco Construction, Oregon Limited
dba Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

NOTED ON CARD
5/20/86 CB

RECEIVED
MAY 12 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

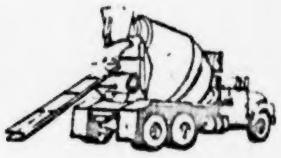
United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ONTARIO ASPHALT & CONCRETE CO.

Grading & Paving Contractor
Sand - Gravel - Redi-mix
P.O. Box 457
Ontario, Oregon 97914
Serving the Community Since 1957

Ontario Office:
(503) 889-9103
(503) 889-7281



April 4, 1986

Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Attn: Bob Gormsen

RE: Contract # 9618
S.W. Park Blvd. - Airport Way
(Ontario Sec. Olds Ferry - Ontario Hwy.)
Contractor: Comco Const. Co., Ore Ltd.,
dba Salem Road and Driveway

Dear Mr. Gormsen,

This letter is to advise you that we, ONTARIO ASPHALT & CONCRETE, INC., as subcontractor to the above named contractor COMCO const. have not been paid in full on the above named project.

Our records show that they still owe for supervior pay, equipment rent for the work we did under force account and the punch list that was given to us by the local state office. Also there is our retainage and a small amount due to them deducting to much for a asphalt penalty. The total amount we show oweing at this time is $5,665.77. We have contacted their office several times and written to them asking for payment and they say that they have not received final payment on this job. I ask them when final payment was made if there was going to be a problem with getting this cleared up and they said no.

I understand after talking with your office that you will now, after being notified, file a claim on our behalf with the Secretary of State and also Comco's Surety company informing them of this outstanding bill.

Please advise if you need any further information.

Yours Truly,

Rita Lockner

Rita Lockner
ONTARIO ASPHALT & CONCRETE, INC.

RECEIVED
APR 8 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9618

N

December 19, 1985

CON 5
9618

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

On September 5, 1985, we wrote to you concerning release of final payment on Contract No. 9618 awarded to Comco Construction, Oregon Limited, dba Salem Road & Driveway Co. for work on the S.W. Park Boulevard-Airport Way (Ontario) Section of the Olds Ferry-Ontario Highway in Malheur County.

The total contract amount is $2,296,712.78, including $77,660.35 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

mab

cc: Comco Construction, Oregon Limited,
dba Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

9618.

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

Region 5 Office

R. D. Hector
Region Engineer

P. O. Box 850 - La Grande, Oregon 97850 - Phone 963-3177

April 4, 1985

Dick Franks
Ontario City Manager
444 S.W. Fourth Street
Ontario, Oregon 97914

RECEIVED
STATE HWY ENGR
APR 8 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Dear Dick:

Re: Your letter of April 1, 1985
Construction Agreement No. 4113 (01/14/82)
Supplemental Agreement No. 4113 (07/08/83)

In the second paragraph of your letter you refer to the original Construction Agreement, Article 2, page 2 (STATE OBLIGATIONS, item 2) and compare it to Supplemental Agreement, STATE OBLIGATIONS, item 1, page 2. Please let me clarify.

The Construction Agreement dated April 1, 1982 remains in full force and effect except as modified by the Supplemental Agreement dated July 7, 1983.

Article 2, page 2 of the Construction Agreement is describing how we were to construct street connections to S.W. 4th Avenue and has nothing to do with stipulations of Supplemental Agreement, STATE OBLIGATIONS, item 1.

The Supplemental Agreement clearly identifies the State shall, upon completion of project, dispose of all right title and interest in property lying between the right of way boundaries, shown in orange on Exhibit A, with sub surface and overhead rights to the property shown in green on Exhibit A, with all jurisdiction, maintenance and control passing to the City except as shown in RECITAL No. 3 (typographical error, Actually No. 4) which refers to ORS 373.020 allowing the routing of a State Highway over a city street. Further, under CITY OBLIGATIONS, item 1, the City shall, upon completion of the project, assume jurisdiction maintenance, control of those portions of right of way under paragraph 1 under STATE OBLIGATIONS, with all States right, title and interest passing to City.

I am concerned you now question the intent of the City and State on issues which are well defined in the Supplemental Agreement, much time and effort was put forth in developing the Supplemental Agreement to meet the wishes of the City. The final instrument incorporated specific items requested by the City Attorney.

In reviewing Resolution 83-116 I find no indication the Council was not aware of the intent of the State where they gave unanimous approval to enter into the Supplemental Agreement supported by Exhibit "A" on June 10, 1983. Also, Mr. Gary Ebert, City Attorney, approved the Supplemental Agreement as to legal sufficiency on June 20, 1983.

I am returning the relinquishment of title and assignment of easements to you for further consideration. I will be happy to meet with you to further discuss the matter if you wish.

Sincerely,

Roger C Lang

Roger C. Lang
Region 5 Federal Aid Specialist

RCL/jef

encl.

bcc: H.S. Coulter
W. E. Schwartz
Jack Sollis
Gary Potter
C. D. Hiatt
all w/encl.

CITY OF ONTARIO
444 S.W. FOURTH STREET • ONTARIO, OREGON 97914 • 503/889-7684

April 1, 1985

☐ TE ☐ PCE ☐ RME ☐ ROE ☐
APR 03 1985
RECEIVED
RE[illegible] OFFICE

Mr. Roger Lang
State Highway Division
P.O. Box 850
LaGrande, OR 97850

Dear Roger:

As discussed in our recent conversations, the City of Ontario is not in favor of signing the proposed "Relinquishment of Title and Easement" form since we believe that it differs from what we thought we had originally agreed upon.

If you refer to the original construction agreement, Article 2 on Page 2 (copy attached as Item A) states that title shall pass to the City on all property outside the normal State highway right-of-way boundary. The supplemental agreement on Page 2, Section 1 (copy attached as Item B) under State Obligations says that the State shall dispose of all right, title, and interest in those parcels lying within the right-of-way boundaries as shown colored in orange, so it is our understanding that the portion shown in green remains in State ownership.

If it is the State's intention to transfer ownership of all subject property to the City, then we have problems in other areas also. On Page 2 of the supplemental agreement under City Obligations, Section 1, it is stated that all property passed to the City would be the City's responsibility to maintain. I do not think that is your intention and I know it is not ours.

It was our understanding from the start, and still is, that the portion shown in orange shall become the property of the City and the portion shown in green shall remain the property of the State. Anything short of that is not something that we believe we have ever agreed to. Consequently, I am returning the proposed relinquishment and assignment to you unsigned. If you would like, we would be happy to re-draft it into language we find acceptable and send it to you for your review.

Very truly yours,

Dick Franks
Dick Franks
City Manager

DF:rmg
Encl:

cy: H S Coulter ✓
W E Schwartz
Jack Sollis
Gary Potter
C D Hiatt

For your info
Roger

Item A

STATE OBLIGATIONS

1. State shall conduct the necessary field surveys, hydraulic studies and foundation investigations, acquire the necessary right-of-way and easements, identify and obtain the required permits, perform all preliminary engineering and design work required to produce plans, specifications and estimates, advertise for construction bid proposals, award all contracts and furnish all construction engineering, material testing, technical inspection and resident engineer services for administration of the contract and, upon completion of construction, thereafter perform all necessary roadway maintenance operations within State highway jurisdictions.

2. State shall locate and construct, or reconstruct, portions of certain city streets and connections thereto and, upon completion of construction, shall dispose of all State's right, title and interest, for public purposes only, in those portions of property lying outside the normal state highway right-of-way boundary, with all jurisdiction, maintenance and control therein or thereupon passing to City to be performed at its sole expense.

3. State shall, without cost to City, relocate or cause to be relocated all existing privately-owned utility conduits, lines, poles, mains, pipes, and other such facilities that are located on private property where such relocation is necessary to conform said utilities or facilities to the plans for the project.

4. State shall, upon receipt from City of an itemized statement in triplicate of such expenses, reimburse City for the reasonable expenses incurred by City in relocating or extending any City-owned utility conduits, lines, poles, mains, pipes and other such facilities located within a public right-of-way, upon City-owned property, or on private property under City easement, where such relocation or extension is necessary to conform said facilities to the plans for the project; except that in the event such facilities are located within or upon the right-of-way of a state highway under a permit issued by the Oregon Transportation Commission under condition that the permittee will bear the cost of any relocation, the expense of relocating or extending such facilities shall be borne by the City.

CITY OBLIGATIONS

1. City shall, upon execution of this agreement, assign a liaison engineer to assure that construction of the city street portion of the project is in conformance with City requirements and standards. The liaison engineer shall act as coordinator between State and the various interested City Departments during construction of the project.

2. City shall, upon completion of construction, assume at its sole expense and for public purposes only, all jurisdiction, maintenance and control of those portions of property referred to in paragraph 2 under STATE OBLIGATIONS, with all State's right, title and interest passing to City. Said portions of property lie outside the state highway right-of-way boundaries.

Item B

4. By the authority granted in ORS 373.020, (1) complete jurisdiction and control of streets taken over by the State, is vested in State, and extends from curb to curb or such portion of the right-of-way utilized for highway purposes. Responsibility for and jurisdiction over all other portions of the street or road remains in the City; (2) cities retain the right to grant the privilege to open the surface of any such street or road, but any damage shall be promptly repaired by City at its sole expense; (3) cities retain the right to grant franchises over, beneath and upon the street, but the State may utilize any storm sewers thereon or thereunder without cost; (4) nothing in this act relieves any public utility from maintenance and repair or any other obligation required by it under a franchise granted by City.

NOW, THEREFORE, the premises being generally as stated in the foregoing RECITALS, and in consideration of the mutual obligation contained herein, and of the benefits which will accrue to the City and State, it is mutually agreed by and between the parties hereto as follows:

STATE OBLIGATIONS

1. State shall, upon completion of the project, dispose for public purposes only, all right, title and interest in those parcels of real property lying within the right-of-way boundaries of the Olds Ferry-Ontario Highway, as shown colored in orange on the attached Exhibit A, with subsurface and overhead rights to that property shown colored in green on the attached Exhibit A, with all jurisdiction, maintenance and control therein or thereupon passing to the City to be performed at sole expense of City; EXCEPT as provided in RECITAL NO. 3 hereinabove. Said parcels of right-of-way lie within the corporate limits of the City of Ontario.

2. State shall, upon completion of construction, dispose of all State's right, title and interest in the Storm Drainage Outfall Pipeline extending westerly from the Olds Ferry-Ontario Highway to the point of acceptance on the Dork Canal, with all jurisdiction, maintenance and control therein passing to City to be performed at its sole expense. The Malheur Drainage District has granted to State a perpetual right to discharge highway surface water into Dork Canal. As provided in ORS 271.330 (1), all rights acquired by the State through the agreement of April 7, 1982, attached Exhibit B, are hereby transferred to the City in perpetuity. Said Outfall Pipeline is approximately as shown on the attached Exhibit A.

CITY OBLIGATIONS

1. City shall, upon completion of the project, assume at its sole expense all jurisdiction, maintenance and control of those portions of right-of-way described in paragraph 1 under STATE OBLIGATIONS, with all State's right, title and interest therein or thereupon passing to City.

2. City shall, upon completion of construction, assume at its sole expense all right, title, interest, jurisdiction, maintenance and control

9117

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 4-130

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Malheur

Project Number: F-DP-21-5(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,583,690	$ 2,587,675
Federal funds	$ 2,254,651 22,870	$ 2,254,651 (106) 26,382 (010)
Other revisions		

This modification is made for the following reasons:

To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of APR, 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. Files

Oregon State Highway Division
Salem, Oregon March 26, 1987

Federal-Aid Project No. F-DP-21-5(10)

S.W. Park Blvd.-Airport Way (Ontario)
Olds Ferry-Ontario Highway
Malheur County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 722+00 to Sta. 822+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Remove Walls & Slabs, Relocate Utilities (FA #1)	$ ---	---	$73,675.00	---	$77,660.00
SUBTOTALS			$73,675.00		$77,660.00

Increase	$ 3,985.00
Subtotal from Estimate of March 28, 1985	2,179,461.20
Subtotal	$2,183,446.20
Engineering	262,000.80
Total	$2,445,447.00

Traffic Signal (2 locations)

Total as on Estimate of May 27, 1983	$ 142,228.00

Length of Roadway ------------------- 1.932 mi.
Cost of Roadway Per Mile ------------ $1,265,759.32

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	106	$2,415,518.00	$2,129,278.00	$286,240.00
Roadway	010	29,929.00	26,382.00	3,547.00
Traffic Signal	106	142,228.00	125,373.00	16,855.00
TOTAL		$2,587,675.00	$2,281,033.00	$306,642.00

Group 1 = 98%; Group 8 = 2%
Contract No. 9618
Prefix: 123-1933
Prefix: C09618

RLC:me

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-19 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. Department of Transportation **Federal Highway Administration** **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-2-85	Form Approved; O M B No. 04-R2089 State Oregon County Malheur Project Number F-DP-21-5(10)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,557,746.00	$ 2,583,690.00
Federal funds	$ 2,254,651.00	$ 2,254,651.00 (106) 22,870.00 (010)
Other revisions		

This modification is made for the following reasons: to include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of April, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Porter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 28, 1985

FEDERAL AID PROJECT NO. F-DP-21-5(10)

S.W. PARK BLVD.-AIRPORT WAY (ONTARIO)
OLDS FERRY-ONTARIO HIGHWAY
MALHEUR COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. 722+00 to STA. 822+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Class A Asphalt Concrete Mixture	$ 12.00	15,400	$190,960.00	17,523	$217,285.20	
Remove Walls, & Slabs, Relocate Utilities (FA #1)	----	----	----	----	73,675.00	
	Subtotals		$190,960.00		$290,960.20	
					Increase	$ 99,000.20
					ubtotal from estimate of May 27, 1983	2,080,461.00
					Subtotal	$2,179,461.20
					Engineering	262,000.80
					Total	$2,441,462.00

TRAFFIC SIGNAL (2 LOCATIONS)

Total as on estimate of May 27, 1983	$ 142,228.00
Length of Roadway	1.932 mi.
Cost of Roadway Per Mile	$1,263,696.69

SUMMARY OF FUNDS

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	106	$ 2,415,518.00	$ 2,129,278.00	$ 286,240.00
Roadway	010	25,944.00	22,870.00	3,074.00
Traffic Signal	106	142,228.00	125,373.00	16,855.00
Total		$ 2,583,690.00	$ 2,277,521.00	$ 306,169.00

Group 1 98%; Group 8 2%
Contract No. 9618
Prefix: 123-1933
Prefix: 123-1085

DDB:bkb

COPY

P

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-21	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6 63	State Oregon County Malheur Project No. DP-21-5(10)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 201, Airport Way to SW Park Blvd. (Ontario)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-16-83	1.932

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 2,557,746.00	FEDERAL FUNDS $ 2,254,651.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Larry A. Potter
Manager, Program Section
(Title)
XX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JUN 8 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 27, 1983

Federal-Aid Project No. DP-21-5(10)

S.W. Park Blvd.-Airport Way (Ontario)
Olds Ferry-Ontario Highway
Malheur County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 722+00 to Sta. 822+00)

Mobilization		All Required		$ 195,000.00
Temporary Protection and Direction of Traffic		All Required		10,000.00
Temporary Signs	330	Sq. Ft.	10.00	3,300.00
Temporary Barricades	4	Each	75.00	300.00
Temporary Plastic Safety Markers	50	Each	50.00	2,500.00
Flagmen	3,000	Hour	10.50	31,500.00
Clearing and Grubbing		All Required		10,000.00
Removal of Structures and Obstructions		All Required		15,000.00
Ditch Excavation	60	Cu. Yd.	4.00	240.00
General Excavation	18,300	Cu. Yd.	5.00	91,500.00
Cold Plane Pavement Removal	9,000	Sq. Yd.	2.00	18,000.00
Trench Excavation	21,600	Cu. Yd.	4.00	86,400.00
Structure Excavation	120	Cu. Yd.	4.00	480.00
Treated Base Mixture	40,130	Ton	7.60	304,988.00
Cement in Treated Base Mixture	2,210	Ton	77.70	171,717.00
Aggregate Shoulders	1,000	Ton	8.00	8,000.00
Class "B" Asphalt Concrete Mixture	15,400	Ton	12.40	190,960.00
Asphalt Cement in Mixture	1,170	Ton	170.00	198,900.00
Asphalt in Tack Coat	24	Ton	140.00	3,360.00
Concrete in Walls and Box Culverts	105	Cu. Yd.	175.00	18,375.00
Reinforcement in Walls and Box Culverts	8,800	Lb.	0.50	4,400.00
18-inch Culvert Pipe	108	Lin. Ft.	16.00	1,728.00
4-inch Irrigation Pipe	10	Lin. Ft.	18.00	180.00
6-inch Irrigation Pipe	10	Lin. Ft.	19.00	190.00
12-inch Irrigation Pipe	2,100	Lin. Ft.	8.00	16,800.00
18-inch Irrigation Pipe	461	Lin. Ft.	15.00	6,915.00

27-inch Irrigation Pipe	850	Lin. Ft.	28.00	23,800.00
36-inch Irrigation Pipe	76	Lin. Ft.	56.00	4,256.00
8-inch Sewer Pipe	20	Lin. Ft.	8.00	160.00
12-inch Sewer Pipe	7,840	Lin. Ft.	10.00	78,400.00
15-inch Sewer Pipe	1,000	Lin. Ft.	14.00	14,000.00
18-inch Sewer Pipe	2,170	Lin. Ft.	20.00	43,400.00
21-inch Sewer Pipe	2,100	Lin. Ft.	20.00	42,000.00
24-inch Sewer Pipe	2,120	Lin. Ft.	26.00	55,120.00
27-inch Sewer Pipe	416	Lin. Ft.	32.00	13,312.00
36-inch Sewer Pipe	1,850	Lin. Ft.	62.00	114,700.00
Extra for Pipe Under Pavement	2,100	Lin. Ft.	6.00	12,600.00
Bedding Material	250	Cu. Yd.	7.00	1,750.00
4-inch Gate Valve	1	Each	350.00	350.00
6-inch Gate Valve	1	Each	400.00	400.00
Concrete Manholes	36	Each	1,000.00	36,000.00
Concrete Inlets, Type CG-1	100	Each	400.00	40,000.00
Concrete Siphon Boxes	2	Each	1,100.00	2,200.00
Concrete Diversion Boxes	2	Each	2,000.00	4,000.00
Concrete Walks	4,950	Sq. Yd.	9.50	47,025.00
Concrete Driveways	2,400	Sq. Yd.	13.75	33,000.00
Concrete Curbs	18,200	Lin. Ft.	4.20	76,440.00
Concrete Islands	4	Cu. Yd.	200.00	800.00
Extra for Asphalt Approaches	30	Each	200.00	6,000.00
Adjusting Manholes	20	Each	150.00	3,000.00
Pipe Handrail	414	Lin. Ft.	7.50	3,105.00
Delineators, Type 2	50	Each	15.00	750.00
Delineators, Type 3	6	Each	10.00	60.00
				$ 2,047,361.00

Anticipated Items

Permanent Signing	All Required	$ 7,000.00
Permanent Pavement Striping	All Required	16,000.00
Temporary Pavement Striping	All Required	8,000.00
Roadside Seeding and Mulching	All Required	500.00
On-the-job Trainees ($0.80 X 2,000 hrs.)	All Required	1,600.00
		$ 33,100.00

Subtotal	$ 2,080,461.00
Engineering	260,057.00
Total	$ 2,340,518.00

Traffic Signal (2 Locations)

Traffic Signal Installation, Complete	All Required		$ 120,000.00

Anticipated Items

State Furnished Signal Software	All Required		$ 1,500.00
Signal Controller Testing	All Required		3,425.00
Signal Turn-On	All Required		1,500.00
			$ 6,425.00
		Subtotal	$ 126,425.00
		Engineering	15,803.00
		Total	$ 142,228.00

Length of Project (Roadway)	1.932 mi.
Cost of Roadway Per Mile	$ 1,211,448.24

Retain in Program Status

Work by City of Ontario (Water)	All Required	$ 20,000.00

SUMMARY OF FUNDS (88.15%)

Description	Total Funds	Federal Funds	State Funds
Roadway	$ 2,340,518.00	$ 2,063,166.00	$ 277,352.00
Traffic Signal	142,228.00	125,373.00	16,855.00
Subtotal	$ 2,482,746.00	$ 2,188,539.00	$ 294,207.00
Reserve	75,000.00	66,112.00	8,888.00
Total	$ 2,557,746.00	$ 2,254,651.00	$ 303,095.00

Group 1 98%; Group 8 2%
Contract No. 9618
Prefix: 123-1933
Prefix: 123-1085

Nonparticipating Items

Single Mailbox Supports	13 Each	50.00	$ 650.00
Multiple Mailbox Supports	20 Each	100.00	2,000.00
			$ 2,650.00

9618 1

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-DP-21-5(10)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10176

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/23/84
8. FEDERAL ROUTE NUMBER Primary 21
9. STATE ROUTE NUMBER Secondary 455

10. GENERAL LOCATION:
SW Park Blvd - Airport Way (Ontario)

11. GENERAL DESCRIPTION OF WORK
Fabricate and install 12" diamater galvanized stand pipe for siphon intake

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
XX ☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10/23/84 as requested in Mr. Fredrickson's letter of 11/26/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 8 is approved for a TEC of $400; Federal Funds $353.

RECEIVED
STATE HWY ENGR
DEC 5 '84
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig 12/16

14. DATE 12/3/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-DP-21-5(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10176

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
OCT 19 1984
REFER TO ____________
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

7. DATE AUTHORIZATION EFFECTIVE 6/13/84

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Secondary 455

10. GENERAL LOCATION:

SW Park Blvd. - Airport Way (Ontario)

11. GENERAL DESCRIPTION OF WORK

Blade-patch roadway surfacing with AC mix

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, the advance authorization date of 6/13/84 as requested in Mr. Fredrickson's letter of 7/2/84 as being cost effective for the use of State forces to proceed with the above work is approved. State Force Order No. 7 is approved for a TEC of $10,800; Federal Funds $9,520.

RECEIVED
STATE HWY ENGR
OCT 19 '84
REFER TO
Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

14. DATE 10/18/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

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FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION S.W. Park Blvd.- Airport Way		WEEK ENDING Oct.6, 1984
		SECTION PREFIX 123-1085
HIGHWAY Olds Ferry-Ontario		COUNTY Malheur
NAME OF JOB	KIND OF WORK Grading, Paving,& Signals	
CONTRACTOR COMCO Const.Ore.Ltd. dba Salem Road & Driveway	CONTRACT NUMBER 9816	FEDERAL AID PROJECT NUMBER F-DP-21-5(10)
DATE OF CONTRACT April 14, 1983	DATE WORK STARTED April 15, 1983	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 300CWD	WORK DAYS USED CALENDAR DAYS USED 241
PROJECT AUTHORIZATION: $ 2,508,226	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 2,329,865	ENGINEERING AUTHORIZATION $ 178,362	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 2,301,963	ENGINEERING COST TO DATE $ 200,628	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 112 %	DATE PROJECT WAS COMPLETED: August 10, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.89	1.89			1.89
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.89	1.89			1.89
TOTAL ESTIMATED QUANTITIES (CONTRACT)	15,310cy	41,130tn			15,400tn
TOTAL QUANTITIES CORRECTED TO DATE	18,310cy	37,044tn			19,294tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	18,310cy	37,044tn			19,294tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	30	Clear	0		
MONDAY	1	Clear	0		
TUESDAY	2	Clear	0		
WEDNESDAY	3	Clear	0		
THURSDAY	4	Clear	0		
FRIDAY	5	Clear	0		
SATURDAY	6		0		

[✓ CE] E CAE ...... RECEIVED LS ...... TC ......
[✓ COE] ...... [✓ CM] ...... SA ...... CC ......
CA OCT 09 1984 FE
CAM .... MA ....
GP .... CONSTRUCTION [✓ QCS]
LEO .... SECTION FILE ....

CONTR. NO: 9816

DATE: Oct. 5, 1984

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

30 SUNDAY	Project complete, no activity
1 MONDAY	
2 TUESDAY	
3 WEDNESDAY	
4 THURSDAY	
5 FRIDAY	
6 SATURDAY	

REMARKS

Anticipated semi-final date: 11-2-84.

FINAL REPORT

VISITORS:

SIGNED B.N. Hatcher LOCATION Ontario

B.N. Hatcher, Proj. Mgr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP-F216

9618

STATE OF OREGON

INTEROFFICE MEMO

TO: J. B. Boyd
Right-of-Way Engineer

DATE: October 1, 1984

SUBJECT: S. W. Park Blvd.-Airport Way Sec.
Olds Ferry-Ontario Hwy. No. 455
City of Ontario
Agreement No. 4113 dated 1/14/82
Supplemental Agreement dated 7/8/83
Contract No. 9618

With reference to the above subject project and agreements, I direct your attention to the specific items calling for the State to relinquish title of right-of-way, except as provided by ORS 373.02, to the City of Ontario. Also, to relinquish all right, title and control of the Storm Drainage Outfall Pipeline to the City of Ontario. All of these items are shown on Exhibit "A" of the agreement.

This project is now completed and our construction obligations have been met. Please initiate the necessary procedure to accomplish the transfer of real properties to the City of Ontario as provided in the subject agreements.

R. D. Hector
Region Engineer

NOTED
W. E. SCHWARTZ

RCL:RDH/lm

cc: W. E. Schwartz ✓
R. L. Schroeder
C. D. Hiatt

RECEIVED
STATE HWY ENGR
OCT 3 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

REGION 5 OFFICE

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

In Reply Refer to
File No.

October 1, 1984

RECEIVED
STATE HWY ENGR
OCT 3 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

The Honorable Robert Widmer
Mayor, City of Ontario
444 S. W. 4th Street
Ontario, Oregon 97914

Dear Mayor Widmer:

Re: Agreement No. 4113 & Supplemental Agreement
S. W. Park Blvd. - Airport Way Section
Olds Ferry - Ontario Hwy. #455

Under Agreement No. 4113 dated January 14, 1984, and Supplemental Agreement dated July 8, 1983, the State and City of Ontario entered into an agreement for construction of the subject project.

This agreement and supplemental agreement provided the State would acquire the needed right-of-way and construct the project. It also provided that upon completion of the project, the City shall assume full jurisdiction of the right-of-way, except for that portion covered by ORS 373.02 (from curb to curb) for highway purposes. Additionally, the City shall assume, at its sole expense, all right, title, interest, jurisdiction, maintenance and control of the Storm Drainage Outfall Pipeline, all of which are shown on Exhibit A of the agreement.

The project is now complete and by this notice shall pass to you for jurisdiction, maintenance and control on October 1, 1984.

If you or your representative have any questions regarding this matter, do not hesitate to contact me.

Sincerely,

R. D. Hector
Region Engineer

RCL:RDH/lm

cc; W. E. Schwartz/ J.B. Boyd/ R.L.Schroeder/ C.D.Hiatt

734-1839

[illegible] F

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-DP-21-5(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Malheur

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10176

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/2/83

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Secondary 455

10. GENERAL LOCATION: SW Park Blvd - Airport Way (Ontario)

11. GENERAL DESCRIPTION OF WORK Revised Utility Costs

RECEIVED
STATE HWY ENGR
JUL 2 '84
REFER TO
Wayne Cobine
FOR

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR PROPOSALS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 6/18/84 I approve the revised costs for the City of Ontario's Water facilities relocation to $13,725.27; Federal Funds $12,098.82.

(Increase TEC $11,601.27; Federal Funds $10,080.82)

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

14. DATE 6/27/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED
(Rev. 12-79)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
JUN 20 '84
REFER TO

In Reply Refer to
File No.

Info	Inves	R/D	D/R	Sign	Act	File

June 18, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter
Manager, Program Section

NOTED
E. S. HUNTER

SUBJECT: Cost Overrun
Water Facilities Relocation
City of Ontario
SW Park Blvd.-Airport Way (Ontario) Section
Olds Ferry-Ontario Highway
Malheur County
Project No. F-DP-21-5(10)

Reference is made to my letter May 4, 1984, which submitted an estimate of cost for the relocation of the City of Ontario's water facilities, and to your Letter of Approval and/or Authorization, dated May 10, 1983, which approved participation in the estimated cost of $2124. Copies of my letter and your PR-1240 are attached.

The relocation of the City's water facilities has been completed and a final billing of cost, in the amount of $13,725.27, received. The final cost of the originally anticipated work, $2907.12, exceeds the estimated cost of $2,123.75 by $783.37 or 36.89%. The City of Ontario, in letters dated November 23, 1983 and March 29, 1984, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letters are attached.

The unanticipated conflict with the construction of storm sewers created an additional water facilities relocation cost of $10,818.15. The additional work has been identified on the billing by the word "Added". Item No. 9, a longitudinal relocation was accomplished by a local contractor, Wayne King, utilizing materials furnished by the City. See the City of Ontario's letter, dated May 24, 1984, for explanation of the contracting procedure. The work done under Item No. 9 was verbally authorized on May 31, 1984.

The City of Ontario has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $13,725.27 is requested.

JMC/GAP/nv
Attachments
cc: ✓E. S. Hunter
J. M. Cartwright
Harlin Gerlach
Rich Evans, Hwy. Acct.

Form 734-3122

9611

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 17, 1984

In Reply Refer to
File No.:

CON 5

The Honorable Robert Packwood
1220 SW Third, Room 385
Portland, OR 97201

Dear Senator Packwood:

Re: SW Park Blvd.-Airport Way (Ontario)
FAP No. F-DP-21-5(10)
Contract No. 9618
Glenda Hibbert Complaint

We have investigated the complaint of Glenda Hibbert, RR #2, Box 164, Ontario, OR 97914.

As stated in Mr. Garcia's letter of April 6, 1984, flag persons are not covered by the Davis-Bacon Act. They are covered under the Federal minimum wage of $3.35 per hour. Glenda Hibbert and the other flaggers on this project were paid this minimum amount or more.

Glenda Hibbert and other flaggers were hired by J & J Fencing and are, therefore, employees of J & J Fencing rather than the State. I think the confusion here was caused by the W-2 Wage & Tax Statement form which refers to Glenda Hibbert as an employee in Section 5 of the W-2 under Stat. or Status (see attached W-2).

J & J Fencing, an ethnic minority woman-owned firm, is certified in good standing with the Oregon Department of Transportation in its Minority Business Enterprise program. The ethnic status of this company or any other contractor does not dictate the wages paid to their employees.

Sincerely,

Kay Turner

Kay Turner, Manager
EEO, MBE & Labor Compliance

KT:JW:mk

Attach.

bc: H. S. Coulter
~~W. E. Schwartz~~
Barry Hatcher/att.

RECEIVED
STATE HWY ENGR

APR 19 '84

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3122

U.S. Department of Labor

Employment Standards Administration
909 First Avenue
Seattle, Washington 98174

Reply to the Attention of: EDSS

April 6, 1984

NOTED
KAY TURNER

Honorable Bob Packwood
United States Senator
Oregon Field Office
1220 South West Third, Suite 385
Portland, Oregon 97204

Dear Senator Packwood:

We are writing in reply to your inquiry dated March 26, 1984 directed to Jess Raymaker, U.S. Department of Labor, Employment and Training Administration, which was forwarded to this office for a reply. Incidentally, Mr. Raymaker recently retired, and at present, Mr. Ben Brown is the Acting Regional Administrator of the Employment and Training Administration.

You wrote Mr. Raymaker regarding the concerns of your constituent, Glenda Hibbert, RR#2, Box 164, Ontario, Oregon 97914. Ms. Hibbert questioned the wage rate paid flag persons employed on a federally-funded highway project and that she was aware of flag persons being paid at rates as low as $3.50 per hour. Federally-funded highway projects are covered by the Davis-Bacon Act which generally provides for the payment of prevailing wages. However, flag persons are not subject to Davis-Bacon prevailing wages and would be properly paid under Federal law so long as they receive the Federal minimum wage of $3.35 per hour or more.

Ms. Hibbert's inquiry is primarily within the jurisdiction of the Oregon Department of Transportation, a representative of which has informed me that his agency will investigate Ms. Hibbert's complaint and provide you with a definitive response. Accordingly, Ms. Hibbert's inquiry has been referred to:

Ms. Kay Turner, Manager
LMR, EEO and Minority Business Enterprise
Attention: Edward Widmer
Oregon Department of Transportation
Salem, Oregon 97310.

I have been assured by Ms. Turner that you will receive a timely response in this matter. If you have further questions, please contact me again.

Sincerely,

Joe C. Garcia
Regional Administrator

cc: Ms. Kay Turner

RECEIVED
APR 9 1984
CONSTRUCTION SECTION
CE
CAL
FOL
OCS
SCS
EEO
OM
CA
LS
TC
FE
CP

BOB PACKWOOD
OREGON

COMMITTEES:
COMMERCE, SCIENCE AND TRANSPORTATION
FINANCE
COMMITTEE ON SMALL BUSINESS

United States Senate
WASHINGTON, D.C. 20510

March 26, 1984

GSA

RECEIVED
APR 2 19
USDOL-ETA REGION X

TO: ~~Mr. Jess Raymaker~~
~~Employment and Training Admin.~~
~~Old Federal Building, Room 1145~~
~~Seattle, Washington 98174~~

FROM: Senator Bob Packwood
Oregon Field Office
1220 SW Third
Suite 385
Portland, Oregon 97204

Phone: (503) 221-3370
(FTS) 423-3370

Because of the desire of this office to be responsive to all inquiries and communications, I request your consideration of the attached correspondence.

Please respond with your findings and views to me, directed to my Oregon Field Office address above.

Thank you for your assistance.

BP/oms
Enclosure

RECEIVED
APR 4 1984
SEATTLE, WASHINGTON

3/6/84

Dear Senator Packwood:

Thankyou for taking time in reading my letter. Everyone of us flagger's on this project really appreciate you help!

Today I went to the State Hwy Dept, and I asked the inspector that was on that project what the specfic name of it was. He said it was called South West Park Blvd. Air port RD. However I would like to know, does it make a difference if the little Box on the W-2 form that says State employee, is checked, do we or are we suppose to recieve State employee wages?

Once again thankyou for taking the time to look into this matter.

Sincerely
Glenda Hibbert

ovc? ①

To U.S. Sen; Bob Packwood;
First I would Like to introduce my self; My name is Glenn K. HIBBERT.

I am Writting to you, "Not just For My self," but also For Several other employees that Worked For me.

I've been Working For Hwy + pipe Line Construction Comp, For the past 5 yrs. My job's does vary from each company, but most of the time I have been a Flagger,' and I'm talking about, the Flagger who stand's on the pavement From 8:AM to 4:pm, and Someday's Can Last till dark, regardless What the weather is Like, most day's.

Sure, you proubly think, it's a job that has to be done by Someone; Your right.

But When you feel your being tooken to the Cleaner's, on your Wages, you Start to begin Wondering; Is it really all worth the reliabilty and pain.

I'VE always consider myself to be

(over), →

a good Natured - Spirited person, But after this Last job I was employed with, it sort of taken something out of me, So I sat back and thought it all over and decied to write to you about a problem you should be alerted to, and Maybe just, maybe you could give us some advice or answer, or even have this situation looked into.

I was employed with a company out of Spring Field, Oregon, This comp. Sub Contracted a job in Ontario, Oregon, For Flagger's. This is Where I was hired from, at the employment Dept. and so was the rest of the employees. But a big percentage of us, Was on Welfare, Food Stamps, A.D.C. or jobs program; Which comes down to the bottom Line, we didn't have any right or chance to talk about the Wage's:

We were Confronted with $3^{\underline{50}}$ a hr. take it or leave, as the man Said: and being in the positions we were in, We had to take it, or loose our

(continued)→

Rights With the State WelFare dept. because, Jobs Program, Would proably Close our grants, iF you turned a job down that youo qualiFyed For!

When we asked, Why only 3^{50} a Hr, The man that was speaking to us (MR. Jim Conkel.) said because the name that appears on the top OF the Contract was his WiFe MRs. Conkel, who happens to be a Mexican, and is Consider a Minority, which in turn she would only have to pay the Min Wage.

But during the 4 1/2 month's that I was employed by tham as [illegible] a Supervisors, assistant, and later became Supervisor, Making $\$4^{00}$ a hR + 5^{00} a hR, While the rest Were Making 3^{50} a hr, MRs Conkel did not once, at one time set foot on the job Site, it Was always her husband.

(OVER) →

Now the question is, How is it, that they can write us oFF, as State employees? for a Federal & State employee project. Which the state actually is paying the Sub-Cont 10^{80} a hr per Flagger! and they can even Write off on the W-2, that we are State employees, an We the employees, never recieved that money.

I Feel the State and our selves are being taken, My answer is, to Stop this Hwy Rolbery; Is to put us back in the catogorey oF Labor's, and not minority's, at least there was no Loop holes For Rip oFF's!

I'm Sending you a Copy oF My W-2 Which iF you note, the box is Checked that I am a State employee. also here is a pay stub, to show how Much I was actually Making, IF you would like copy's OF other employees, we will Work togather to help, iF there is any move on this situation.

We are at your side for Confirment.

Thankyou for reading this letter, and we really do hope there can be something done about this terrible illusion that being put over our State.

Thankyou

Glenda Hibbert.

1 Control number		OMB No. 1545-0008

2 Employer's name, address, and ZIP code
J & J Fencing Inc
6411 N [illegible] St
Springfield [illegible]

3 Employer's identification number
93-0143183

4 Employer's State number
506041-1

5 Stat. employee ☑ Deceased ☐ Legal rep. ☐ 942 emp. ☐ Subtotal ☐ Void ☐

6 Allocated tips

7 Advance EIC payment

8 Employee's social security number
542-80-5382

9 Federal income tax withheld
13.20

10 Wages, tips, other compensation
1,642.50

11 Social security tax withheld
107.91

12 Employee's name, address, and ZIP code
[illegible] K Hibbert
[illegible]
[illegible] 97914

13 Social security wages
1642.50

14 Social security tips

16

17 State income tax
9. –

18 State wages, tips, etc.
1,642.50

19 Name of State
OR

20 Local income tax

21 Local wages, tips, etc.

22 Name of locality

Form **W-2 Wage and Tax Statement 1983**

Copy C For employee's records
This information is being furnished to the Internal Revenue Service.

Department of the Treasury
Internal Revenue Service

J & J FENCING INC.
PAYROLL ACCOUNT

PAID TO Glenda Kay Hibbert

STATEMENT OF EARNINGS AND PAYMENTS FOR EMPLOYEE'S RECORD — DETACH BEFORE CASHING CHECK

	EXPLANATION OF YOUR EARNINGS					OUT OF YOUR TOTAL EARNINGS WE HAVE PAID FOR YOU						
PERIOD ENDING	HOURS	RATE	AMOUNT EARNED AT REGULAR RATE	OVERTIME AND OTHER	TOTAL EARNINGS	SOCIAL SECURITY TAX	WITHHOLDING U. S. INC. TAX	STATE INCOME TAX	SA F	[illegible]	TOTAL PAID TO YOUR ACCOUNTS	BALANCE OF EARNINGS
5/2/83	9.5	5.00	47.50		47.50	3.19	Expt	Expt	.21	1096	3.40	44.10

J & J FENCING INC.
PAYROLL ACCOUNT

1015

PAID TO Glenda Hibbert Day 5/20/83

STATEMENT OF EARNINGS AND PAYMENTS FOR EMPLOYEE'S RECORD — DETACH BEFORE CASHING CHECK

	EXPLANATION OF YOUR EARNINGS					OUT OF YOUR TOTAL EARNINGS WE HAVE PAID FOR YOU						
PERIOD ENDING	HOURS	RATE	AMOUNT EARNED AT REGULAR RATE	OVERTIME AND OTHER	TOTAL EARNINGS	SOCIAL SECURITY TAX	WITHHOLDING U. S. INC. TAX	STATE INCOME TAX	SA F		TOTAL PAID TO YOUR ACCOUNTS	BALANCE OF EARNINGS
5/21/83	8	4.00	32	1.5 × 6 = 9.00	41.00	2.75	Expt	Expt	.11		2.86	38

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-DP-21-5(10)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10176

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 11/21/83

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Secondary 455

10. GENERAL LOCATION:

SW Park Blvd. - Airport Way (Ontario) Section

11. GENERAL DESCRIPTION OF WORK

Furnish and install permanent signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 11/21/83 as requested in Mr. Keasey's letter of 1/26/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 6 is approved for a TEC of $2,000 Federal Funds $1,763.

RECEIVED
STATE HWY ENGR
FEB 7 84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 2/2/84

15. SIGNATURE OF APPROVING OFFICIAL G.K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

4155

ROW 12

STATE OF OREGON

INTEROFFICE MEMO

TO: File

DATE: December 28, 1983

JB Boyd

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Settlement Authorization
File 52034 (L-8327)
S.W. Park - Airport Way
(Ontario) Section
Olds Ferry - Ontario
Highway
Malheur County
FAP No. DP-21-5(9)

1 Versteeg ✓
Anderson
2 Adams
[illegible]
Stoudenmeyer
Terpin
Trout
3 Wakerlig

RECEIVED
DEC 29 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

After reviewing the facts surrounding our acquisition of property in front of this funeral home, I am authorizing Mr. Petersen to make a 30-day offer of $23,000 over a review appraisal of $6,171. This is primarily because the appraiser was not instructed that there was a two foot differential in elevation at the back of the sidewalk to the existing ground, in addition to which we were acquiring only a temporary construction easement. We are installing a slope of unkown character, all of which leads to additional damages to this property. These facts raise the question of liability where there is a great differential caused by the division.

JBB:jr

cc: J. H. Versteeg ✓
Harold Brainerd
Bob Hector
Bob Petersen

REFERRED TO
Watson / Mann
Cole Stoudenmeyer
Eriksen King
Beard Bedford Leu
Return [✓ Discuss] Do File Due
By FINAL DESIGN ENGINEER
w/ Luro 9I

Don
please discuss this with team leader & designer.
HC

-123-1387

9617

VICTOR ATIYEH
GOVERNOR

Department of Human Resources
ADULT AND FAMILY SERVICES DIVISION
Ontario Branch Office
2449 S.W. 4th AVENUE, P.O. DRAWER V, ONTARIO, OREGON 97914

December 22, 1983

R. D. Hector, Region Engineer
Department of Transportation
Highway Division, Region 5 Office
P.O. Box 850
LaGrande, OR 97850

Dear Mr. Hector:

The Honorable Denny Jones has provided us with a copy of your letter regarding the approach to the State Office Building located at 2449 S.W. 4th Avenue, Ontario.

As the representative managers for the 60 plus employees housed in the State Office Building, we would like to have you refer to your letter. Please note that the second paragraph contains some erroneous information. While it is true that two curb cuts were constructed prior to pouring the sidewalk and curb, the day before the actual pouring began, a crew was dispatched to remove the second curb cut; why this was done we do not know. Forms were then constructed for a curb and sidewalk in its place. No second curb cut now exists. We would not be concerned if, as originally planned, two 24-foot curb cuts were in place. It appears you believe there are two curb cuts. We invite you to come and view the one 24-foot cut.

There also appears to be no consistency in the access points of the various businesses up and down 4th Avenue. Several businesses do have two access points just the same as they had prior to your recent paving project.

All we are requesting is the same accord you have given to other businesses--restore this property to its two original access points.

Please consider this matter very soon. We are very concerned that an unfortunate accident will occur, particularly this time of year with the icy conditions we now have.

RECEIVED
STATE HWY ENGR
DEC 27 '83
REFER TO Schwartz
FOR
Info ✓ | Inves | R/D | D/R | Sign | Act | File

I spoke with Ahern.
He'll talk to Tony.
F

NOTED
W. E. SCHWARTZ

REC'D
DOT DIRECTOR
DEC 27 '83
REFER TO Coulter
FOR
Info ✓ | Inves | R/D | D/R | Sign | Act | File

May we look forward to hearing from you soon?

Very truly yours,

STATE OFFICE BUILDING MANAGERS

Paula E Becks

Paula E. Becks, Children's Services Div.

Judy Duncan, Corrections Division

Dale Hofstetter, Dept. of Veterans' Affairs

Ruth Langdon

Ruth Langdon, Adult & Family Services Div.

Jack Ogilvie

Jack Ogilvie, Workers' Compensation Dept.

Orliene Poston

Orliene Poston, Dept. of Commerce

A. Sandoval

Armando Sandoval, Vocational Rehab. Div.

RL:mr

cc: ✓Fred Miller, Director, Dept. of Transportation, Salem
Frank Burnett, Dept. of Transportation, Ontario
Doug Tietze, City of Ontario
Anthony Yturri, Chairman, Transportation Commission
Marlin Jones, Property Owner
Denny Jones, State Representative

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.

REGION 5 OFFICE

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

December 9, 1983

The Honorable Denny Jones
State Representative
1461 N.W. Third Avenue
Ontario, Oregon 97914

Dear Mr. Jones:

Fred Miller mentioned to me that you inquired about the approach to the State Office Buildings on S.W. 4th Avenue in Ontario. I thought that I would take this time to drop a note to you concerning some of the details of the situation.

Highway has provided two 24-foot wide access points to that property. This provision was agreed to by the property owners prior to construction. Both curb cuts were constructed during the contract work. A 24-foot wide approach is considered as a commercial two-way approach. Many city streets, county roads, and even some State highways are less than 24 feet wide. We feel that the access to the State Office Buildings is more than adequate and that modification of the access will compromise the safety and utility of the newly constructed highway.

I trust that these remarks will satisfy your concern.

Sincerely,

R. D. Hector
Region Engineer

RDH:am

DEC [illegible] 1983
AND FAMILY
SERVICES

cc: Fred Miller, Director, Dept of Transportation
135 Transportation Bldg, Salem, 97310
Frank Burnett
Doug Tietze [Ontario District ~~[illegible]~~ office
802 E Idaho
Ontario
City of Ontario

Anthony Yturri, Chrman
~~[illegible]~~ Transportation Commission
1010 S.W 8th Ave, Ontario

9618

5

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project DP-21-5(9)
S. W. Park Blvd-Airport Way
File No. 52069

Date: November 28, 1983

Reply to Attn. of: HRW-OR

From: Division Administrator

To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

NOTED
H.S. COULTER

As requested by Appraisal Supervisor Roger Hansen's letter dated November 23, 1983, we approve your obtaining a fourth appraisal on the subject file.

Dale E. Wilken

cc:
OSHD (J. B. Boyd, R/W)
OSHD (Roger Hansen, R/W)

RECEIVED
STATE HWY ENGR
NOV 29 '83
REFER TO
FOR
Info

5

9618 rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-DP-21-5(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
9-16-83

4. PROGRAM NO.

5. ITEM NO. 10176

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/16/83

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Secondary 455

10. GENERAL LOCATION:

SW Park Blvd. - Airport Way (Ontario) Section

11. GENERAL DESCRIPTION OF WORK

Utility adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See below

13. REMARKS

As requested by Mr. Potter's letter of 9/6/83 you are now authorized to proceed with the adjustment of irrigation water service for the W. H. and B. J. Olson property. Reimbursement on a lump sum basis of $4,500 Federal Funds $3,968 is approved.

I approve the Agreement with W. H. and B. J. Olson.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
SEP 26 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Act File

Orig to
9/2

14. DATE 9/16/83

15. SIGNATURE OF APPROVING OFFICIAL G.K. H

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

September 6, 1983

RECEIVED
TECHNICAL SERVICES

SEP 7 '83

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Irrigation Water Service
W.H. & B.J. Olson Property
S.W. Park Blvd.-Airport Way Section
Olds Ferry-Ontario Highway
Malheur County
Project No. F-DP-21-5(10)
R/W File No. 52014

Here is a Release from William H. and B. Joann Olson; and John M. and Adeline F. Molthan as "Owners" to the Oregon Department of Transportation, Highway Division, "State", relieving the State from the obligation of reestablishing irrigation service facilities from a "Participant" irrigation ditch to the Owners property. The existing irrigation service facilities are shown in blue on the enclosed copy of Sheet No. 4 of the project plans.

Also enclosed is a copy of an estimate of cost, prepared by the Project Manager, P.F. Burnett, for reestablishing the Owners irrigation service facilities. The estimated cost is $4,370. The location of the proposed irrigation service replacement is shown in red on the enclosed copy of Sheet No. 4 of the project plans.

The Owners have elected to obtain irrigation water from another source and have agreed to release the State from its obligation to reestablish irrigation service for the Lump Sum settlement of $4,500. This will eliminate a private facility crossing of the highway and is deemed to be in the best interest of the State and the public.

The irrigation facilities were located on private property before it became State highway right of way, therefore, the cost of reestablishing the irrigation service is reimbursable.

Your approval of the lump sum agreement (Release) for the disposition of the State's obligation to reestablish the irrigation service facilities under the provisions of PPM 30-4 is requested. Cost to the State is $4,500.

JMC/GAP/llr
Enclosure
cc: E. S. Hunter
J. B. Boyd
D. E. Swan
Jack M. Cartwright
Harlan Gerlach

r11 9617

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
DP-F-21-5(9)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10176

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
8/22/83

8. FEDERAL ROUTE NUMBER
Primary 21

9. STATE ROUTE NUMBER
Primary 7

10. GENERAL LOCATION:
SW Park Blvd. - Airport Way (Ontario) Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required you are authorized to proceed, as requested by Mr. Potter's letter of 8/16/83, with the actual acquisition of file number 53622 and 53623 as shown on R/W map 10C-51-17 at a TEC of $1,000 Federal Funds $881.50.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
AUG 24 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig 8/29

14. DATE
8/22/83

15. SIGNATURE OF APPROVING OFFICIAL
John D Wickson

16. TITLE
for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

5

rll 9618

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. DP-F-21-5(9)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10176

8-16-83

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/16/83

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Primary 7

10. GENERAL LOCATION:
SW Park Blvd. - Airport Way (Ontario) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Potter's letter of 8/10/83 I approve the program change adding appropriation code 010 and changing project number to DP-F-21-5(9).

Also, as requested in Mr. Potter's letter of 8/10/83, I approve the revised Right-of-Way costs to a TEC of $1,600,000 Federal Funds $1,410,879.

(Increase TEC $89,834 Federal Funds $79,215 Appn. Code 010)

Orig to
8/24

RECEIVED
STATE HWY ENGR
AUG 24 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 8/16/83

15. SIGNATURE OF APPROVING OFFICIAL G K

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-75) PREVIOUS EDITIONS MAY BE USED

5

STATE OF OREGON 1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

August 16, 1983

In Reply Refer to
File No.:

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM: for Gary A. Potter, Manager
Program Section

SUBJECT: Project No. DP-F-21-5(9)
S.W. Park Blvd.-Airport Way (Ontario) Section
Malheur County
(Files 53622 & 53623)

I request authorization to proceed with the actual acquisition of the above listed properties on the subject project at an estimated total cost of $1,000. The areas to be acquired are as outlined in red on the enclosed sketch map.

No relocation is involved and authorization to proceed as requested will not require an additional obligation in Federal funds at this time.

CL:pf

cc: D. Aman
General Files

734-1839

9618

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: August 10, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. DP-21-5(9)
S.W. Park Blvd.-Airport Way (Ontario) Sec. (ROW)
Malheur County

I request your approval of a program change to joint finance the subject project utilizing consolidated Primary Funds (Appn Code 010) to supplement Economic Growth Center Funds (Appn Code 106).

This change is necessary to cover increases in right-of-way settlements and will involve the following revisions in project numbering and financing:

1) Project No. ----- Change to DP-F-21-5(9).
2) Financing -------

Appn Code	Total Cost	Federal Funds	(88.18%)
106	$ 1,510,166.00	$ 1,331,664.00	
010	89,834.00	79,215.00	
Total	$ 1,600,000.00	$ 1,410,879.00	

Enclosed are copies of a revised project agreement estimate and modification of project agreement which reflects the revisions in financing.

CL:bkb
Enclosures

cc: V. Skoog
General Files

Form 734-3122

9317 455

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

August 9, 1983

J. H. Versteeg
Road Design Engineer

File 53622 & 53623
S.W. Park Blvd.-Airport Way (Ontario)
Olds Ferry-Ontario Highway
Malheur County

Attached are descriptions (2 files), an authorization and right of way prints covering additional right of way required for the subject project.

By: JBS
J. B. Sevey
R/W Descriptions Coordinator

JBS:rlr
Attachments

9618

455

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: July 22, 1983

1 Versteeg ✓
Anderson
3 Adams A
Macnab
Stoudenmeyer
Terpin
Trout
2 Wakerlig

RECEIVED
JUL 25 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

SUBJECT: Files 52027 and 52059
S. W. Park Blvd.-Airport Way Section
Olds Ferry-Ontario Highway
Malheur County
FAP: DP-21-5(9)

I have attached two permits of entry for traffic signal easements on the above files. Please prepare right of way descriptions for the easements. Please note that the agreement specifies that a negotiated settlement will be reached prior to September 30, 1983.

REFERRED TO
Watson / Mann NEM
Cole Stoudenmeyer
Eriksen King
Beard Bedford Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Hank handling.

R. D. Hector
Region Engineer

ETM/RDH/vt
Enc.
cc: J. B. Boyd w/enc.
Rod Henry w/enc.
Harold Brainerd w/enc.
Adele Egan w/enc.
W. H. Wakerlig w/enc.

PERMIT OF ENTRY

File No. 52027

Name Bone

S.W. Park Blvd. - Airport Way Section

Olds Ferry - Ontario Highway

Malheur County

Department of Transportation
Highway Division
Department of Transportation Building
Salem, Oregon 97310

Gentlemen:

In order to permit the Highway Division to proceed with the construction of the S.W. Park Blvd. - Airport Way Section of the ____________ Olds Ferry - Ontario Highway, the undersigned does hereby grant the Division, its agents, or contractors, the right ot enter upon the real property described as follows:

(See Exhibit "A")

Inasmuch as negotiations for the acquisition of said lands have not been completed, this permit is granted to avoid delay in constructing said project.

We, the undersigned, understand that we are entitled to receive both payment and 90 days written notice before being required to give possession to the State. However, in order to permit the State to proceed with construction as planned, we do hereby waive these rights and will allow the State immediate possession of the property described in Exhibit "A".

It is understood that this Permit of Entry will in no way jeopardize (our) rights in negotiating a settlement or in any legal proceeding that may arise from the State's acquisition of said lands.

It is further understood that the Highway Division will either negotiate a settlement or institute condemnation proceedings by September 30, 1983, and that in the event said lands are acquired by eminent domain, interest on any award will commence on the day the State or its agents take physical possession.

Larry J. Wettstein (Signature)	(Signature)
John B. Bone (Signature)	(Signature)
Eva M. Bone (Signature)	(Signature)
(Signature)	(Signature)
(Signature)	(Signature)
(Signature)	

Dated this 21st day of July 1983

S.W. PARK BLVD - AIRPORT WAY Section

OLDS FERRY - ONTARIO Highway

MALHEUR County

Department of Transportation
Highway Division
Department of Transportation Building
Salem, Oregon 97310

Gentlemen:

In order to permit the Highway Division to proceed with the construction of the S.W. PARK BLVD - AIRPORT WAY Section of the __________ OLDS FERRY - ONTARIO Highway, the undersigned does hereby grant the Division, its agents, or contractors, the right ot enter upon the real property described as follows:

(See Exhibit "A")

Inasmuch as negotiations for the acquisition of said lands have not been completed, this permit is granted to avoid delay in constructing said project.

We, the undersigned, understand that we are entitled to receive both payment and 90 days written notice before being required to give possession to the State. However, in order to permit the State to proceed with construction as planned, we do hereby waive these rights and will allow the State immediate possession of the property described in Exhibit "A".

It is understood that this Permit of Entry will in no way jeopardize (our) rights in negotiating a settlement or in any legal proceeding that may arise from the State's acquisition of said lands.

It is further understood that the Highway Division will either negotiate a settlement or institute condemnation proceedings by SEPTEMBER 30, 1983, and that in the event said lands are acquired by eminent domain, interest on any award will commence on the day the State or its agents take physical possession.

Louis J. Wettstein
(Signature)

John B. Bone
(Signature)

Eva M. Bone
(Signature)

(Signature)

(Signature)

(Signature)

(Signature)

(Signature)

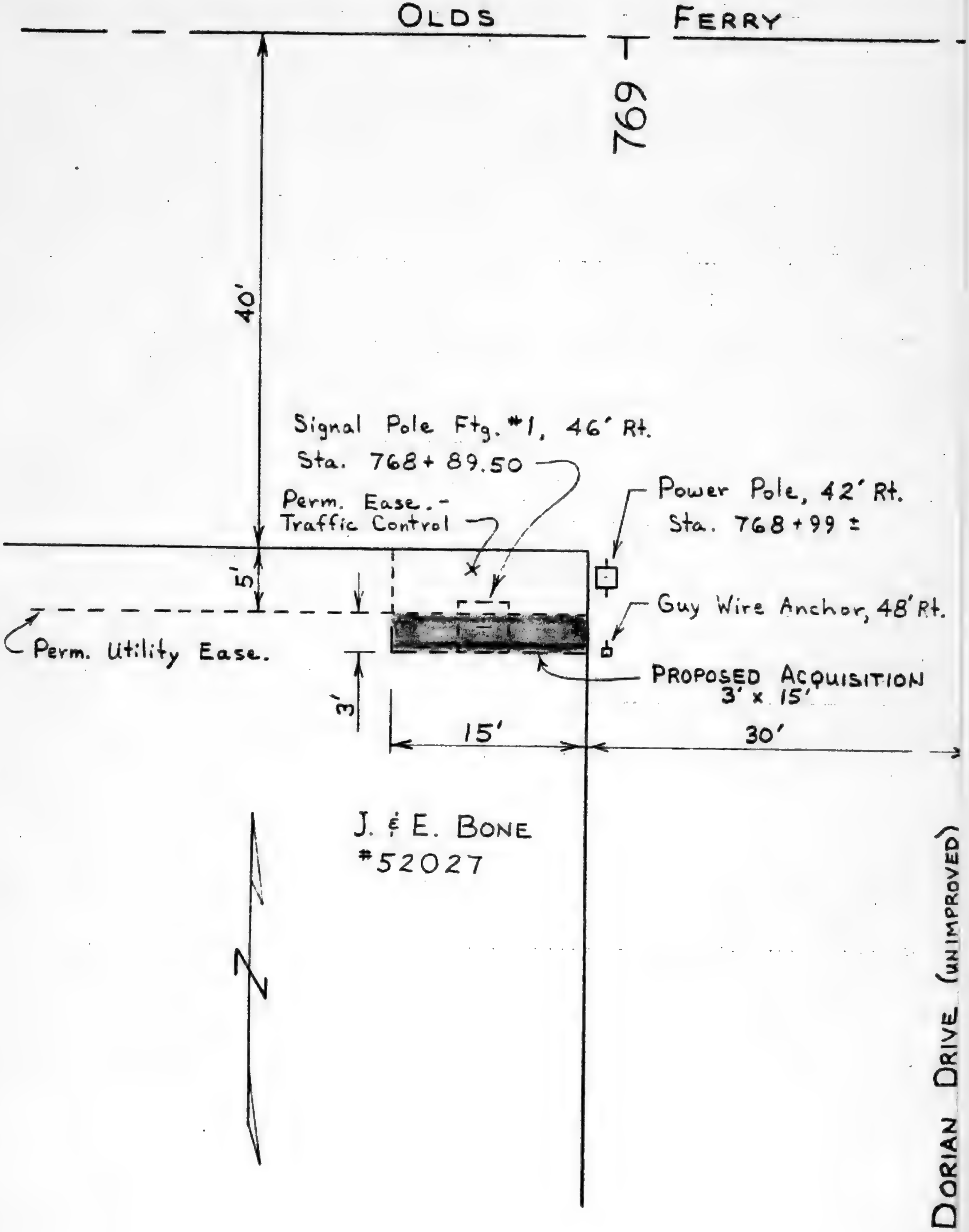
(Signature)

(Signature)

(Signature)

Dated this 21st day of July, 1983.

EXHIBIT "A"


OLDS FERRY
769
40'
Signal Pole Ftg. #1, 46' Rt.
Sta. 768+89.50
Perm. Ease. -
Traffic Control
Power Pole, 42' Rt.
Sta. 768+99 ±
5'
Guy Wire Anchor, 48' Rt.
Perm. Utility Ease.
PROPOSED ACQUISITION
3' x 15'
3'
15'
30'
J. & E. BONE
#52027
N
DORIAN DRIVE (UNIMPROVED)

PERMIT OF ENTRY

File No. 52059

Name WETTSTEIN et al

S.W. PARK Blvd. - AIRPORT WAY Section

OLDS FERRY - ONTARIO Highway

MALHEUR County

Department of Transportation
Highway Division
Department of Transportation Building
Salem, Oregon 97310

Gentlemen:

In order to permit the Highway Division to proceed with the construction of the S.W. PARK Blvd. - AIRPORT WAY Section of the ______________ OLDS FERRY - ONTARIO Highway, the undersigned does hereby grant the Division, its agents, or contractors, the right ot enter upon the real property described as follows:

(See Exhibit "A")

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It is further understood that the Highway Division will either negotiate a settlement or institute condemnation proceedings by SEPTEMBER 30, 1983, and that in the event said lands are acquired by eminent domain, interest on any award will commence on the day the State or its agents take physical possession.

Reed Rue
(Signature)

(Signature)

Linda Dame
(Signature)

(Signature)

(Signature)

(Signature)

(Signature)

(Signature)

(Signature)

(Signature)

(Signature)

Dated this 21st day of July 1983

OLDS FERRY – ONTARIO Highway

MALHEUR County

Department of Transportation
Highway Division
Department of Transportation Building
Salem, Oregon 97310

Gentlemen:

In order to permit the Highway Division to proceed with the construction of the S.W. PARK BLVD. – AIRPORT WAY Section of the ______________ OLDS FERRY – ONTARIO Highway, the undersigned does hereby grant the Division, its agents, or contractors, the right ot enter upon the real property described as follows:

(See Exhibit "A")

Inasmuch as negotiations for the acquisition of said lands have not been completed, this permit is granted to avoid delay in constructing said project.

We, the undersigned, understand that we are entitled to receive both payment and 90 days written notice before being required to give possession to the State. However, in order to permit the State to proceed with construction as planned, we do hereby waive these rights and will allow the State immediate possession of the property described in Exhibit "A".

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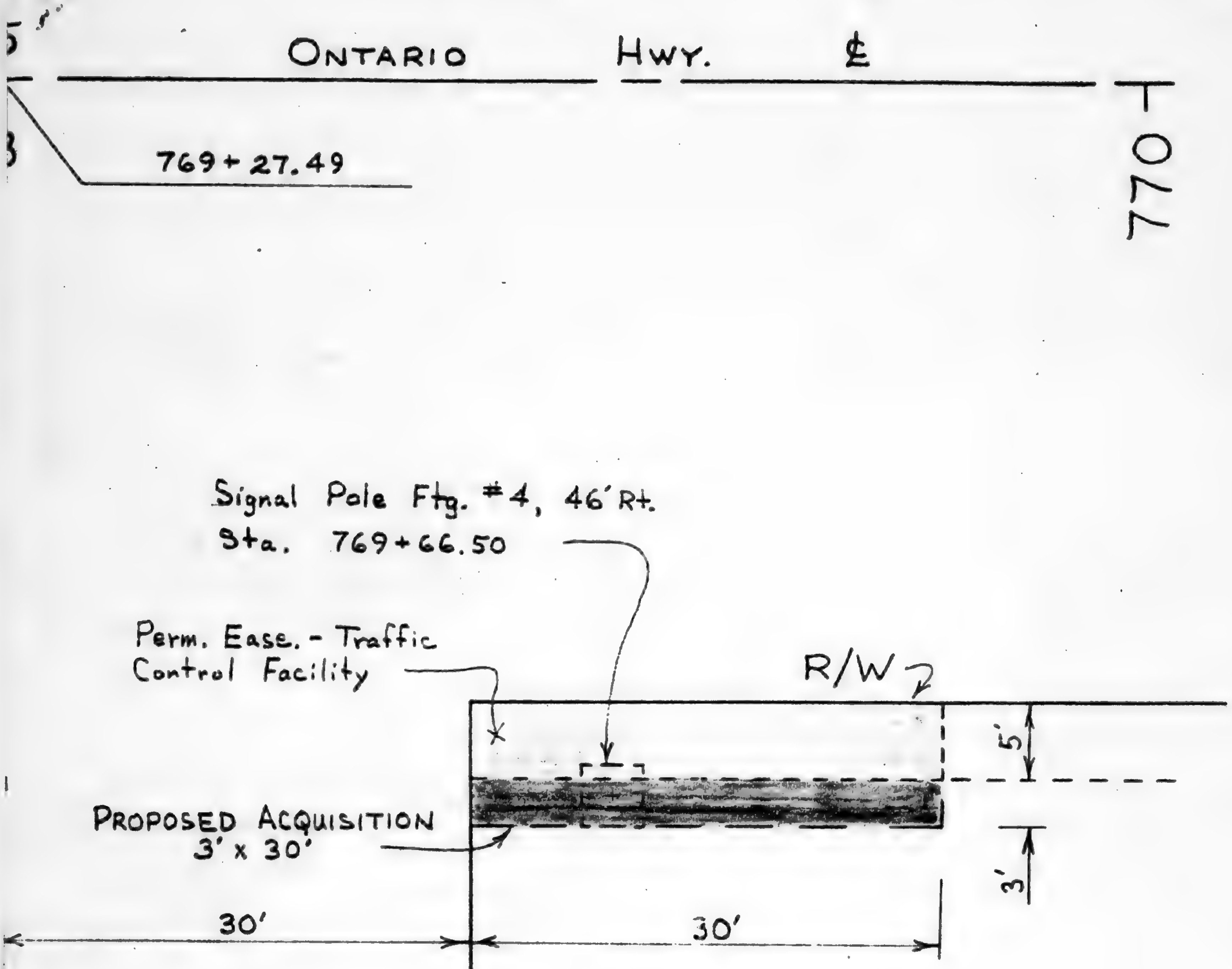
It is further understood that the Highway Division will either negotiate a settlement or institute condemnation proceedings by SEPTEMBER 30, 1983, and that in the event said lands are acquired by eminent domain, interest on any award will commence on the day the State or its agents take physical possession.

Reed Rae (Signature)	(Signature)
Linda Dame (Signature)	(Signature)
(Signature)	(Signature)
(Signature)	(Signature)
(Signature)	(Signature)
(Signature)	

Dated this 21st day of July, 1983.


5
ONTARIO HWY. ℄
3
769+27.49
770
Signal Pole Ftg. #4, 46' Rt.
Sta. 769+66.50
Perm. Ease. - Traffic
Control Facility
R/W
5'
PROPOSED ACQUISITION
3' x 30'
3'
30'
30'

K. & E. ZIMMERSCHIED
#52059

EXHIBIT "A"

PROPOSED ACQUISITION
FOR
PERMANENT EASEMENTS

S.W. PARK BLVD. - AIRPORT WAY
Contract 9618 Scale: 1" = 10'
7-20-83 H.E. Shaw

July 15, 1983

City of Ontario
City Hall
Ontario, OR 97914

AGR 4

Attention: Dick Franks
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement covering the Park Boulevard-Airport Way Section of the Olds Ferry-Ontario Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (agree. att.)

9618 9

REGION 5 OFFICE

P. O. Box 850 - La Grande, Oregon 97850 - Telephone 963-3177

June 10, 1983

D. S. Denning, Jr.
Special Attorney for the
City of Ontario
P. O. Box 908
Ontario, Oregon 97914

Dear Mr. Denning:

Re: City of Ontario Waterline

Thank you for your June 6 letter expressing the City of Ontario's concerns for unanticipated waterline adjustments on the S. W. 4th Avenue Project.

As we discussed, the important matter is that the waterline is being relocated and the project is proceeding well. We are appreciative of the City's cooperation. I am advised that some portions of the waterline are found to be outside of the original right-of-way area; this is a factor which may allow us to partially reimburse the City.

You can assure the City that we will continue to work with this matter and proceed when the extent of eligibility is known.

NOTED
W. E. SCHWARTZ

Sincerely,

R. D. Hector
Region Engineer

RECEIVED
STATE HWY ENGR
JUN 13 '83
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RDH/lm

cc: Roy Payne

bc: w/attach.
W. E. Schwartz ✓
Frank Burnett
Red Gerlach

☐ RE ☐ RCE ☐ ME ☐ ROE
☐ RFA JUN 09 1983 ☐
RECEIVED
REGION 5 OFFICE

D. S. DENNING, JR.
LAWYER

TEL. (503) 889-7621
153 S. W. FIRST STREET
P. O. BOX 908
ONTARIO, OREGON 97914

June 6, 1983

Mr. R. D. Hector
Region Engineer
Department of Transportation
Highway Department
P. O. Box 850
La Grande, Oregon 97850

Re: City of Ontario Waterline

Dear Sir:

This will confirm our telephone conference of last week, in brief form.

The City of Ontario and Highway Engineers worked together at the beginning of the project to so engineer the highway plans so as not to disrupt the City waterline adjacent to the highway, previously placed there under permit and the pertinent regulations.

When the plans were drawn, they showed that the storm sewer would not interfere with the waterline, but when the ground was staked it then first became apparent that the storm sewer would run where the waterline existed.

At that time, the City, the Contractors and the State Engineers again discussed digging the trench for the storm sewer so it would not interfere with the waterline and the City understood that there would be no problem.

Then, when the trenching started, it took out the City's line and by directive of your office, the City was advised to relocate its waterline.

The cost to the City now appears to be approximately $9,000 for the relocation, which is being done by the City.

No money was budgeted for a relocation project at the time the budget was prepared because it did not appear that there would be any conflict with the new construction of the highway.

Understanding that the law and State regulations provide for the City to pay for relocation under its permit, it is respectfully submitted, that under these particular circumstances, that it would be equitable for the State to pay for one-half (1/2) of the relocation costs of the City.

Your consideration in this matter will be greatly appreciated.

Very truly yours,

D. S. DENNING, JR.
Special Attorney for the
City of Ontario

DSD/is
cc: Roy Payne
Ontario City Manager

rll

OSHD (Coulter)

Region (HCM-010)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Malheur	DIVISION Oregon
DATE OF INSPECTION 6/8/83	INSPECTION MADE BY David B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.		PROJECT NO. F-DP-21-5(10)

IN COMPANY WITH
F. Burnett, Project Manager, Herb Shaw, Asst. Project Manager, OSHD

LOCATION
SW Park Blvd - Airport Way (Ontario) Section of the Olds Ferry-Ontario Highway (FAP 21) located in the City of Ontario, Malheur County, Oregon

CONTRACTOR NAME AND ADDRESS
ComCo Construction, Oregon Limited, dba
Salem Road and Driveway Co., P.O. Box 603, Salem, Oregon 97308

AWARD DATE 4/14/83	CONTRACT AMOUNT $2,170,011	TIME ALLOWED 300 C D	TIME STARTED 4/27/83	WORK STARTED 4/15/83
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 14	WORK COMPLETED 27	

RECEIVED
STATE HWY ENG
JUN 28 '83
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act

REMARKS

SW PARK BLVD.-AIRPORT WAY (ONTAIRO) SECTION
OLDS FERRY-ONTAIRO HIGHWAY
MALHEUR COUNTY
Grading, Paving & Structures

NOTED
W. E. SCHWARTZ
ay 6/28

This project provides for the widening of SW 4th Avenue (Olds Ferry-Ontario Highway) in the City of Ontario to provide for two travel lanes in each direction and a continuous left turn median except for a short transitional distance on the west end of the project.

Work completed

Clearing	3% complete
Drainage	53%

Work in progress

The contractor was placing 21" sewer pipe along SW 4th Avenue. The sewer line has already been placed from the Dork Canal outfall to nearly midway along SW 4th Avenue.

Comments

The contractor has not yet begun grading items on the project but is concentrating on drainage work and the concrete retaining walls. Grading work will begin within the next several weeks.

Form FHWA-1446 (12-73) Formerly PR-33 A   Previous Editions of PR-33A will Not Be Used.

The storm sewer work is progressing in a orderly fashion with a minimum of delay to the traveling public. Traffic in the immediate work area is being controlled by flagpersons.

Project diaries were reviewed and found to be current.

Two items, item numbers 007 Clearing and Grubbing and 012, Trench Excavation, were reviewed. The Clearing and Grubbing item is a lump sum item. Progress payments on this item have been based on a station basis. Field notes and entries in the Quantity Summary book and on the estimate are clearly documented and accurately reflect the portion of the work completed and paid for to date. The Trench Excavation item is paid for on a cubic yard basis. The drainage item field book lists each bid item as per pipe size and use intended. The notes indicate the grade calculations, elements installed and the computed trench excavation. The pay item data is transferred to the Summary of Quantities and crossreferenced. All entries have been made in a neat and orderly manner and are well documented.

STATE OF OREGON **INTEROFFICE MEMO**
HIGHWAY DIVISION INT

TO: Fred D. Miller
Director

DATE: June 6, 1983

FROM: W. E. Schwartz
Assistant State Highway Engineer

W. E. Schwartz
ia

NOTED
W. E. SCHWARTZ

SUBJECT: Chairman Yturri's Inquiry
Water Line Problem
S.W. 4th Avenue, Ontario

The City of Ontario has been very cooperative in the relocation of the water line which is in conflict with our project. They have moved the line to clear our construction and are treating the issue of who pays for this move separately.

A condition for allowing utilities to occupy our right-of-way is that the utility will relocate at their expense if the right-of-way is required for highway purposes. This applies to all utilities, City-owned as well as privately owned.

The problem here, apparently, is that the line was not where it was supposed to be. We did not discover this fact until our storm sewer line was staked and excavation started.

There is one factor which may allow us to partially reinburse the City. Although it was the apparent intention of the City to locate their line just within the right-of-way, they have gotten off the right-of-way slightly at one location. We cannot be certain to what extent this has occurred until our excavation exposes all of the old line. It appears that as much as one-third of the section which has been relocated may be eligible for reimbursement. Our Utilities Section is working closely with this project and will proceed when the extent of eligibility for reimbursement is known.

OK

There is one further way we may help Ontario. If they are having budget problems because of this unbudgeted water line expense, we can advance them their cost which we would then expect them to repay in their next budget period. We will offer this help. If they accept, we will act.

OK

NOTED
W. E. SCHWARTZ

WES:ia

6-6-83

Att.

cc H. S. Coulter C. T. Keasey
R. D. Hector Frank Burnett
Jack Cartwright

RECEIVED
DOT DIRECTOR
JUN 6 '83
REFER TO
Hunter
FOR
Info D D/R Sign Act File

Copy to Tony –

81-125-1387

Contains Recycled Materials

STATE OF OREGON
RAILROADS AND UTILITIES 378-6511

INTEROFFICE MEMO
ROW 18-4

TO: W. E. Schwartz, PE
Assistant State Highway Engineer

DATE: May 31, 1983

RECEIVED
STATE HWY ENGR
JUN 1 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

FROM: Jack M Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Relocation of Water Facilities
City of Ontario
S.W. Park Blvd.-Airport Way (Ontario) Section
Olds Ferry-Ontario Highway
Project No. F-DP-21-5(10)

After the subject project was staked for construction, it was found that an existing water main owned by the City of Ontario, conflicted with the installation of a proposed storm sewer 31.5 feet south of centerline between Stations 747+00 and 757+00 (approximately).

The conflicting water main is within the section of highway where the original (existing) right of way is under the jurisdiction of the Oregon State Highway Division. Pursuant to the policies and procedures of the Oregon State Highway Division, the cost of relocating utility facilities within State highway right of way is non-reimbursable. The cost of relocating City-owned facilities within City street right of way or on private property is reimbursable. The basis for reimbursement of utility relocation work has been discussed with the City of Ontario on several occasions during the planning of the subject project and recently in regard to the relocation of the conflicting water main.

The City of Ontario has been very cooperative and has proceeded with the relocation of the conflicting water main subject to a final determination as to eligibility for reimbursement of relocation costs.

I have contacted the Project Manager, P.F. Burnett, and he advises that a portion of the conflicting water main may be outside of the original right of way on what was private property. If this is the case, a portion of the relocation costs may be reimbursable.

The exact location of the existing water main will be determined as excavation is made for the proposed storm sewer line. After all of the conflicting water main has been exposed and located, a determination will be made as to the City's eligibility for reimbursement of relocation costs.

The Oregon State Highway Division can only make payment for utility relocation costs where legal responsbility for reimbursement has been established.

JMC/llr
cc: R. D. Hector
P. F. Burnett
Harlin Gerlach

9618

May 11, 1983

Comco Construction, Oreg. Ltd. dba
Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

CON 5
#9618

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9618 for work on the S.W. Park Boulevard-Airport Way (Ontario) Section of the Olds Ferry-Ontario Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Enclosure

cc: United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
Robert Hector
P. F. Burnett
L. E. George

Hansen & Rowland

Insurance Brokers and Consultants

May 6, 1983

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen
Commission Services

RE: Contract 9618
SW Park Blvd-Airport Way (Ontario) Project

Contract 9626
Emigrant Hill-Meacham Project

Comco Construction Oreg. Ltd.
dba Salem Road & Driveway Co.

Gentlemen:

John Sollis, Chief Counsel for the Department of Transportation, has advised us that he will accept the certificates of insurance returned to us on the above projects provided we also certify $1,000,000 Umbrella Liability coverage. Such certificate is enclosed for both projects.

Thank you.

Sincerely,

Tomi Lou Smith

Tomi Lou Smith

RECEIVED
MAY 9 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Insurance with Emphasis!"

WASHINGTON BUILDING / P.O. BOX 1633 / TACOMA, WASHINGTON 98401 / (206) 627-1161
Offices in: Seattle, Bellevue, Tacoma, Wenatchee, Portland, and Anchorage

A division of LaBow, Haynes Company, Inc.

Hansen & Rowland

Insurance Brokers and Consultants

April 27, 1983

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, OR 97310

RE: Salem Road & Driveway Co.
OSHD Contract 9618, Malheur County
SW Park Blvd-Airport Way (Ontario)
United Pacific Insurance Company Bond #U34 46 95

Gentlemen:

At the request of our client, we are enclosing the above described contract documents in duplicate, along with the required certificate of insurance and additional insured endorsement.

We believe you will find the enclosed in order, however should there be any question, please call.

Sincerely,

Tomi Lou Smith

Tomi Lou Smith

CC: D. J. Maurer
Salem Road & Driveway Co.
P. O. Box 603
Salem, OR 97308

RECEIVED
APR 29 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Insurance with Emphasis!"

WASHINGTON BUILDING / P.O. BOX 1633 / TACOMA, WASHINGTON 98401 / (206) 627-1161
Offices in: Seattle, Bellevue, Tacoma, Wenatchee, Portland, and Anchorage

A division of LaBow, Haynes Company, Inc.

April 12,1983

Oregon Department of Transportation
Office of Commission Service
Room 121, State Transportation Building
Salem, OR 97310

RE: OSHD Contract
SW Park Blvd-Airport Way (Ontario) #9618
MBE Goal

Gentlemen:

The following MBE contractors will be used on the above referenced project:

J & J Fencing
694 N 34th Street
Springfield, OR 97477

Woman Owned
Bid Item No. 6
$ 30,900

Hertz Electric, Inc.
1721 Fescue Street SE
Albany, OR 97321

Minority Owned
Bid Item No. 56
$ 120,000

Sincerely,

COMCO CONSTRUCTION OREGON LTD
dba Salem Road & Driveway Co.

By
John C. Compton, Owner

JCC:sb

RECEIVED
APR 13 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

96lx 5-10-83

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-DP-21-5(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10176

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/2/83

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Secondary 455

10. GENERAL LOCATION:
SW Park Blvd. - Airport Way (Ontario)

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, this will confirm, as requested by Mr. Potter's letter of 5/4/83, the advance approval date of 5/2/83 to proceed with the actual adjustments to the City of Ontario's water facilities on an actual cost basis estimated to be $2,124 Federal Funds $2,018.

I approve the Agreement with the City of Ontario.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENG.
MAY 16 '83
REFER TO Potter
R-Dir
Info | Inve | R/W | D.R. | Sign | Act | File

Orig to 5/16

14. DATE 5/10/83

15. SIGNATURE OF APPROVING OFFICIAL G. K.

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 10-72) PREVIOUS EDITIONS MAY BE USED

RECEIVED
TECHNICAL SERVICES
MAY 20 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Rel	File

May 4, 1983

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water Facilities Relocation
City of Ontario
S. W. Park Blvd.-Airport Way (Ontario) Section
Olds Ferry-Ontario Highway
Malheur County
Project No. F-DP-21-5(10)

Here is a copy of an estimate of cost to adjust the City of Ontario's water facilities dated April 6, 1983.

A certification prepared by Harlin Gerlach as to the City's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. Negotiations have been going on with the City since December 7, 1982 regarding conflicting City facilities. The extent of conflict was worked out between Mr. Gerlach and the City. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of May 2, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $2,124.

JMC/GAP/llr
Enclosure
cc: E. S. Hunter
Jack M. Cartwright
Harlin Gerlach

9618

May 4, 1983

RECEIVED
TECHNICAL SERVICES
MAY 6 '83
REFER TO
FOR
Info Invest R/D U/R [illegible] Act File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Facilities Relocation
City of Ontario
S. W. Park Blvd.-Airport Way (Ontario) Section
Olds Ferry-Ontario Highway
Malheur County
Project No. F-DP-21-5(10)

Dear Mr. Carter:

Confirmation of your verbal authorization for the City of Ontario to proceed with the relocation of their water facilities in conflict with this project as of May 2, 1983 is requested. An estimate of cost has been received from the City in the amount of $2,124. The estimate is presently being reviewed by Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authroization date of
May 2, 1983 is approved

David B Carter

Daivd B. Carter, Area Engineer

JMC/llr
cc: E. S. Hunter
D. E. Swan
R. D. Hector
P. F. Burnett
Harlin Gerlach
Pete Gonzalez

RECE
[illegible]
RR & UTILITY UNIT

9618

April 22, 1983 AGR

A.T.V., Inc.
605 N.W. 5th
Corvallis, OR 973 0

MISC. CONTRACTS and
AGREEMENTS No. 7866

Gentlemen or Ladies:

Attached for your records is a fully executed copy of a personal service contract for audio-video work on S.W. Park Boulevard-Airport Way (Ontario) Section Project.

We have retained a fully executed copy of this contract for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Jack Sollis (agree. att.)
John Sheldrake "

9618

HIGHWAY DIVISION - ODOT LOC 3

FILE April 6, 1983

H. S. Coulter
State Highway Engineer

Footpaths and Bicycle Trails
April 7, 1983 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids will be opened April 7, 1983 on the following projects:

1. S. Banfield Intchge.-S.E. Washington St.
   East Portland Freeway, Multnomah County
   Grading, Paving and Structures

   Project rescheduled to later bid opening.

2. Green Springs Hwy. at Emigrant Park Road
   Green Springs Highway, Jackson County
   Grading and Paving

   Left-turn lane construction. Four-foot shoulders throughout the project for pedestrian and bicycle traffic.

   Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c), which states, "..footpaths and trails are not required to be established ... where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails.."

3. S.W. Park Blvd.-Airport Way (Ontario)
   Olds Ferry-Ontario Highway, Malheur County
   Grading, Paving and Signals

   Four-lane with left-turn median lane and four-foot shoulders. Curb and five-foot sidewalk on most of the project. Curb ramps and pedestrian signals will be installed.

4. Chemawa Interchange-Pine Street
   Pacific Highway at Salem Parkway, Marion County
   Illumination and Signing.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

5. Willamette River (Marquam) Bridge
   Pacific Highway, Multnomah County
   Structure

   Deck Repair

   Same as No. 4.

JWG:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Frank Terpin
George Bell
Don Harwell
D. A. Ridings

nig [illegible]

3-16-83

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-DP-21-5(10)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 10176

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 23 '83
REFER TO Potter
FOR

Orig to Walt
3/23

7. DATE AUTHORIZATION EFFECTIVE 3-16-83

8. FEDERAL ROUTE NUMBER Primary 21

9. STATE ROUTE NUMBER Secondary 455

10. GENERAL LOCATION:
SW. PARK BLVD - AIRPORT WAY (ONTARIO)

11. GENERAL DESCRIPTION OF WORK
Grading, Paving and Signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent & Temporary Pavement Striping, SF	$24,000
On-the-Job Trainees	1,600
State-furnshd Software	1,500
Signal Controller Test'g	3,425
Signal Turn-on	1,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's March 14, 1983 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,645,138; Federal Funds $2,512,880.

A signed copy of the Title Sheet is returned herewith.

The above approval is on the condition that the State will have physical possession of all Right of Way prior to request for concurrence in award.

14. DATE 3-16-83

15. SIGNATURE OF APPROVING OFFICIAL
[illegible] Walach

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9618 1-83

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trost
Wakerlig

RECEIVED
24 1983
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up /
Action

FINAL NOISE STUDY REPORT

S.W. Park Blvd. - Airport Way
Olds Ferry - Ontario Highway
City of Ontario, Malheur County

Prepared by:

Oregon Department of Transportation
Highway Division
Environmental Section
Lee Doss, Acoustical Specialist

January 1983

Final Noise Study Report
S.W. Park Blvd. - Airport Highway
Olds Ferry - Ontario Highway
City of Ontario, Malheur County

Summary

This addendum, together with the attached Draft Negative Declaration Noise Study Report, comprise the Final Noise Study Report for the subject project. The addendum addresses an approximate 1000 ft. extension to the original subject project.

A total of 15 residences (10 documented in the original noise study, and 5 in the addendum) are predicted to receive traffic noise in excess of the FHWA design noise level of 67 dBA by Year 2000. No mitigation is proposed for this project.

Description of Project Extension

The original S.W. Park Blvd. - Airport Way project limits have been extended 1000 feet south of Airport Way on Ontario Blvd. This extension will also be widened to four traffic lanes with a 14 foot median.

Land Use of Project Extension

Extension of the project involves eleven additional noise receptors: 5 houses, 3 mobile homes, and four commercial establishments.

Traffic Noise Analysis of Project Extension

Table 1 (Addendum) contains traffic data for the Airport Way - Butler Boulevard section of the Olds Ferry - Ontario Highway, which is applicable to the project extension.

Table 2 (Addendum) contains predicted noise levels and Leq 67 dBA noise contour distances. "Worst case" noise levels were predicted to occur during the peak truck hour for existing conditions, and during the peak hour in year 2000.

The project will be responsible for a 4 dBA increase over existing conditions and a 3 dBA increase over year 2000 "No Build" conditions. The FHWA residential design noise level of Leq 67 dBA will be exceeded at five residences in year 2000. The commercial design noise level of Leq 72 dBA will not be exceeded at any of the commercial establishments in year 2000.

Mitigation to Project Extension

The five residences mentioned above all have driveways connecting directly to the highway. Noise barrier construction would not be effective with so many openings for driveways. Other means of noise mitigation, such as traffic control measures, would be infeasible as discussed in the original report.

Construction noise time constraints, as addressed in the original report, will be applicable to this extension of the project.

Local Notification in Project Extension

A copy of this report will be sent to Malheur County and to the City of Ontario for use in planning future development of properties along the Highway. Noise contour distances contained in this report will aid in developing land uses compatible with the noise environment. Responsibility for noise mitigation in future developments on properties adjacent to the project will rest with the local governmental authorities and with the developer.

Table 1 (Addendum)

Noise Traffic Data*

S.W. Park Blvd. - Airport Way
Olds Ferry - Ontario Highway
City of Ontario, Malheur County

Section	Year	Alternative	Peak Hour Autos	Peak Hour M.T.	Peak Hour H.T.	Sp	Peak Truck Hour Autos	Peak Truck Hour M.T.	Peak Truck Hour H.T.	Sp.
Airport Way -	1980	Existing	540	23	13	42	330	16	22	48
Butler	2000	No Build	860	33	17	40	460	22	31	45
Boulevard	2000	Build	1160	39	20	52	490	26	35	55

*Furnished by ODOT Traffic Section, August 1979.

Table 2 (Addendum)

Predicted Noise Levels

S.W. Park Blvd. - Airport Way
Olds Ferry - Ontario Highway
City of Ontario, Malheur County

		No Build		Build	
Section	**Year**	**Peak Hour**	**Peak Truck Hour**	**Peak Hour**	**Peak Truck Hour**
Airport-Butler Boulevard	1980	67 dBA (48)*	68 dBA (66)	--	--
	2000	68 dBA (63)	69 dBA (81)	72 dBA (144)	71 dBA (135)

*Number in () indicates the unobstructed distance from the roadway centerline to the Leq 67 dBA noise level.

Draft Negative Declaration
NOISE STUDY REPORT

S.W. Park Blvd.- Airport Way
Olds Ferry - Ontario Highway
City of Ontario, Malheur County

Prepared By

Oregon Department of Transportation
Technical Services Branch
Gerald Morrison, Environmental Engineer

January, 1980

S.W. Park Blvd.-Airport Way
Olds Ferry-Ontario Highway
City of Ontairo, Matheur County

I. Project Description

The proposed project will widen and improve a 1.5 mile section of S.W. 4th Avenue to a four-lane roadway with a continuous left turn lane. Curbs and sidewalks will be provided throughout.

The purpose of this project is to relieve the traffic congestion that is a result of extensive commercial development along S.W. 4th Avenue. Expected benefits include greater traffic safety, an improved level of service, and an improved connection between I-80N and downtown Ontario and to state highways to the west. The project is a continuation of the abutting easterly street section. Uncontrolled access along the project classifies this as a Type 1-B project, according to FHPM 7-7-3.

II. Detailed Noise Analysis

A. Activities of Land Uses Adjacent to Project

Current land uses adjacent to the project are primarily commercial in nature. Only a few residences still remain and most of these have business associations. The project will be highly compatible with adjacent land uses and will serve to further stimulate commercial activity in the area.

The municipal airport lies at the west end of the project.

B. Predicted Traffic Noise Levels

The FHWA Highway Traffic Noise Prediction Model was used to predict noise levels at the right-of-way line to determine if receptors adjoining the project would be impacted. The prediction method utilizes vehicular volumes, truck volumes, the vehicular speed and topography. Peak hour and peak truck hour traffic conditions, as well as the traffic level of service "C"* were studied for 1980 and 2000. Traffic variables used in the analysis are summarized in Table 1. The peak truck hour condition produces a higher noise level and is used as the worst case (See Table 2). Noise levels exceed the L_{eq} 67 dBA** design level but are below the L_{eq} 72 dBA design level. (See Categories B and C in Table 3).

---

*Level of Service C - Traffic conditions still in the zone of stable flow but where speed and maneuverability are closely controlled by high volumes and where drivers are restricted in their freedom to select speed, change lanes, or pass.

**Sound pressure is measured in decibels (dB). The decibel scale is logarithmic; therefore, a doubling of sound pressure results in a 3 dB increase. A 10 dB increase, however, is required before a doubling of loudness is perceived. Of the several types of weighted or adjusted scales, the "A" scale is used because it approximates human hearing. Sound pressure levels are expressed in dB "A" to indicate this. L_{eq} is the continuous equivalent sound level which would contain the same acoustic energy as the time-varying sound level for the same duration. Thus, the term "L_{eq} 67 dBA," then indicates the "average" sound pressure level of 67 decibels on the A-weighted scale for a period of one hour.

C. Measured Noise Levels

Three site locations were chosen at which to take noise measurements (See Figure 1). Measurements were made to determine the existing noise levels, the extent of traffic impacts, and to validate the prediction methodolgy. The noise measurements are summarized in Table 4--hourly vehicular volumes are estimates based on those recorded during the measurement period.

D. Noise Impacts

A total of ten single-family residences will be impacted by traffic generated noise levels in excess of L_{eq} 67 dBA design level under the build alternative. There are no impacts under the No-Build Alternative.

E. Evaluation of Noise Abatement Measures

A possible means of mitigating generated noise levels can be accomplished by sound barriers, such as suitable walls or earthern berms. Sound reducing barriers, however, should be long enough or situated so as to prevent flanking of noise around the ends of barriers. Barriers must also be continuous without breaks or holes to be effective. Residences adjacent to S.W. 4th Avenue require direct access to the street or are located on a cross street. Design of effective sound barriers is not feasible without eliminating their access. Requirements for direct access to Olds Ferry-Ontario Highway precludes the mitigation of noise impacts with sound barriers, therefore, this method was not evaluated further.

Other noise mitigating methods, such as possible prohibition of truck use, vehicle time use restrictions, and modified speed limits, were investigated as to feasibility and effectiveness. Since this project involves a business route and a primary Oregon Highway (201), use of traffic control measures would adversely impact both of the flow of commerce and the convenience of the motoring public. In addition, impacted residences do not conform to existing land use, land use plan or zoning. Therefore, this type of mitigation will not be implemented.

III. Construction Noise Analysis

Areas adjacent to the project will also be exposed to additional noise levels during construction. Developed areas adjacent to S.W. 4th Avenue will be exposed to high noise levels from individual pieces of equipment. Table #5 shows the typical ranges of noise levels for construction equipment (at 50 feet) which might be used during construction. Mitigating construction noise, by the temporary placement of sound barriers, was not feasible for the same reasons that permanent barriers were not suggested.

Time constraints on construction during nighttime periods may not be desirable due to the disruption to roadside business that construction would cause during the day.

Therefore, the ability to constrain nighttime and weekend construction activities will be left to the discretion of the resident engineer.

IV. Local Coordination and Notification

Coordination with local officials is occuring through the preparation of the draft negative declaration. It is anticipated that an informational meeting or public hearing will be held in the near future.

Predicted traffic noise levels are in conflict with the FHWA design noise levels for land use activity category B. It is urged that the City remain cognizant of this potential noise conflict along Highway 201 and that land use plans, zoning and/or building code requirements be made compatible with the noise environment.

A final noise study report along with the final negative declaration will be prepared before the final plans and specifications are approved.

FIGURE 1

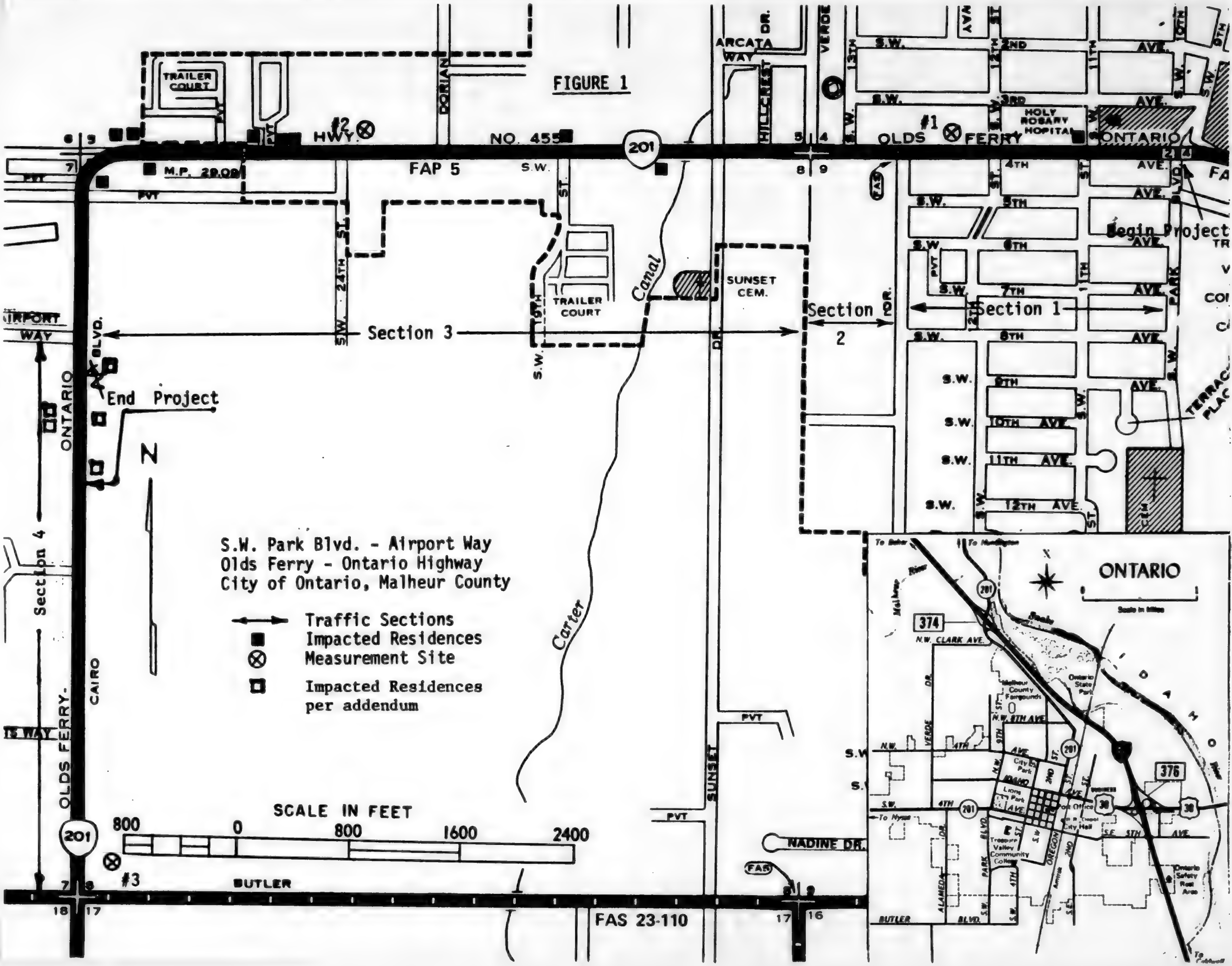

S.W. Park Blvd. - Airport Way
Olds Ferry - Ontario Highway
City of Ontario, Malheur County
Traffic Sections
Impacted Residences
Measurement Site
Impacted Residences per addendum
SCALE IN FEET
800
0
800
1600
2400
N
Section 1
Section 2
Section 3
Section 4
Begin Project
End Project
OLDS FERRY - ONTARIO HWY. NO. 455
FAP 5
201
FAS 23-110
#1
#2
#3
M.P. 29.09
TRAILER COURT
SUNSET CEM.
HOLY ROSARY HOSPITAL
Carter Canal
BUTLER
CAIRO
AIRPORT WAY
SUNSET DR.
NADINE DR.
VERDE DR.
HILLCREST DR.
ARCATA WAY
DORIAN
PVT
ONTARIO

TABLE 1

NOISE TRAFFIC DATA

SECTION	YEAR	DISTANCE	AVERAGE DAY			PEAK HOUR				PEAK TRUCK HOUR			
			Vol.	T.%	SP	AUTO	M.T.	H.T.	SP	AUTO	M.T.	H.T.	S
Park Blvd.	1980	Existing	20,900	3.2	20	1620	33	17	15	850	28	36	2
to Alameda	2000	No-Build	24,600	3.1	20	1910	40	20	12	990	32	41	2
Drive	2000	Build	28,500	3.0	25	2330	47	23	20	1080	35	45	2
(NO-Build) Level of Service "C"						1070	24	14	25				
Alameda Dr.	1980	Existing	15,800	3.6	20	1220	30	15	17	640	21	22	2
to Verde	2000	No-Build	20,200	3.3	20	1550	39	20	15	820	26	36	2
Drive	2000	Build	23,000	3.2	27	1900	45	23	23	900	31	29	2
Verde Dr.	1980	Existing	11,700	4.1	26	900	25	13	23	550	18	36	2
to Airport	2000	No-Build	17,200	3.5	22	1330	34	17	20	740	24	32	2
Way	2000	Build	18,300	3.4	40	1690	40	20	38	770	28	36	4

Abbreviations: Vol. = Total Traffic Volume (Veh./day)
T. = Truck Volume (Trucks / day)
SP = Speed of Vehicles (average)
Auto = Passenger Cars, Pick-ups, Panels, & Lt. Trucks
M.T. = Medium Trucks (six tires)
H.T. = Heavy Trucks (three or more axles)

TABLE 2

PREDICTED NOISE LEVELS
L_{eq} dBA Noise Levels @ 40'

		No Build		Build	
		Peak Hour	Peak Truck Hour	Peak Hour	Peak Truck Hour
Sec 1	1980	61.19	64.96	---	68.52 (57)*
	2000	60.01	65.54	65.20	67.02 (40)
Sec 2	1980	61.54	63.71	---	67.48 (45)
	2000	61.63	64.91	65.20	67.03 (40)
Sec 3	1980	63.35	65.07	---	70.46 (89)
	2000	63.46	65.15	70.44	70.44 (89)

Level of Service "C" - 64.52

---

*Number in ( ) indicates the unobstructed distance from the roadway centerline to the L_{eq} 67 dBA noise level.

TABLE 3

FEDERAL HIGHWAY ADMINISTRATION DESIGN NOISE LEVEL STANDARDS

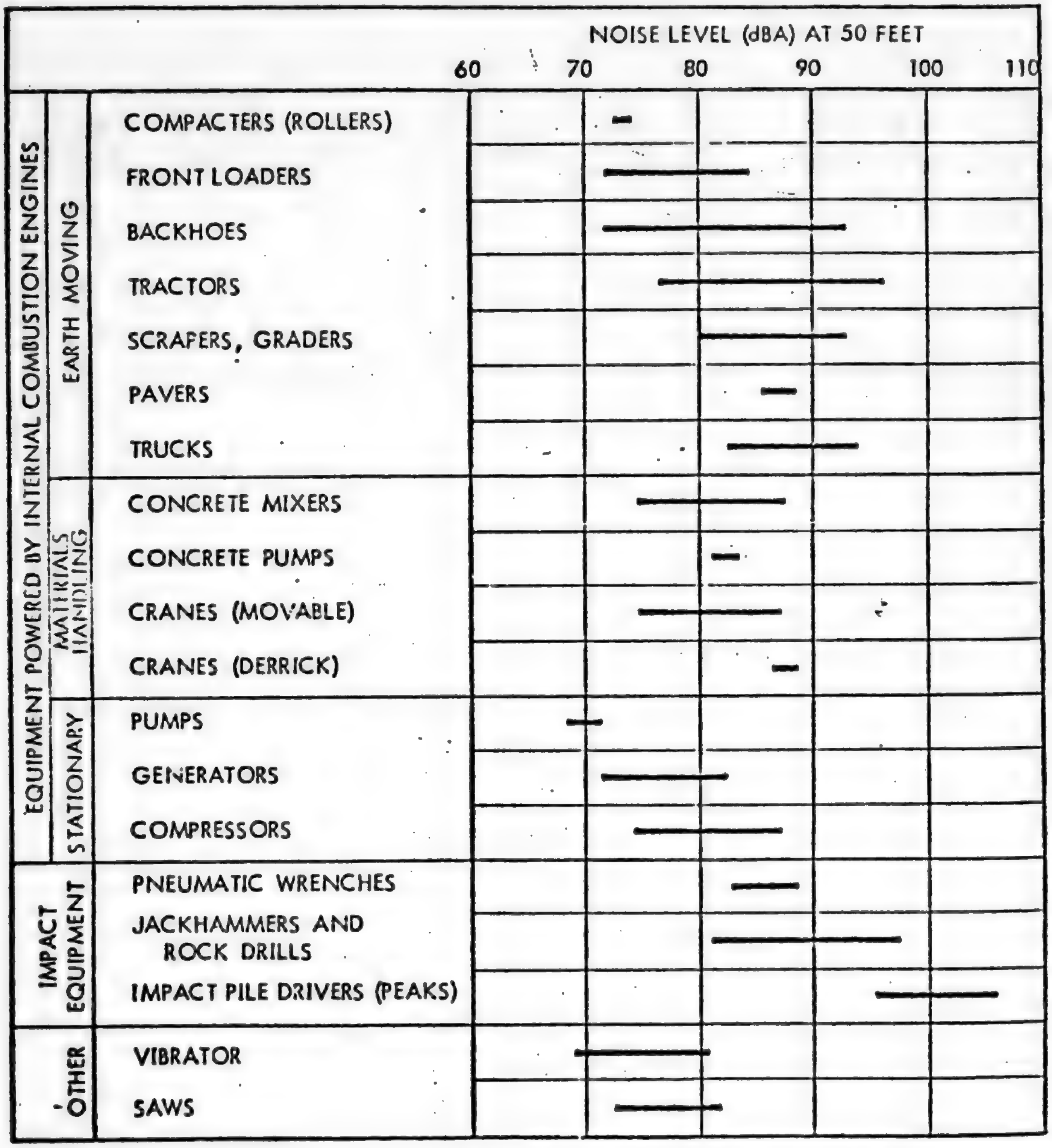
Activity Category	Design Noise Levels - dBA $L_{eq}(h)$	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	—	For requirements on undeveloped lands see paragraphs 11a and c.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

TABLE 4

NOISE MEASUREMENT AND OBSERVED TRAFFIC DATA

	Time and Date	Measured Noise Level (L dBA)	Predicted Noise Level (L dBA)	Distance From Roadway Centerline	Traffic Volume (Veh/hr.)			Speed (MPH)
					Autos	Medium Trucks	Heavy Trucks	
(1)	11:00 am 9-12-79	67.21	65.67	50 ft.	1417	26	22	27
(2)	11:30 am 9-12-79	66.23	67.54	50 ft.	702	30	27	35
(3)	1:00 pm 9-12-79	58.48	62.59	100 ft.	458	6	24	40

TABLE 5
Construction Equipment Noise Ranges



VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
REGION 5 OFFICE

In Reply Refer to
File No.:

R. D. Hector
Region Engineer

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

December 1, 1982

RECEIVED
STATE HWY ENGR
DEC 3 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

Mr. Doug Tietze
Director of Public Works
City of Ontario
City Hall
Ontario, Oregon 97914

Dear Doug:

Re: Supplemental Agreement No. 4113
S. W. Park Ave.-Airport Way Section
Olds Ferry-Ontario Highway

In response to your letter of October 20, 1982 I am advised by our legal counsel of the following:

1. The Malheur Drainage District Contract with the State of Oregon does not have any prohibition against assignment in it. Therefore, it is Counsel's opinion that the State may assign its rights in the contract to the City.

2. The proposed Agreement given to the City for consideration contains the phrase (in part) "...upon completion of the project..." as shown on page 2, item 1 of City Obligations.

Things to be done by the State under the terms of the Agreement with the Malheur Drainage District are considered to be a part of the project.

If the City has some concern that the State will not fulfull its Agreement with the District before the transfer of the obligations to the City, you may add a paragraph to that effect.

3. The only right we have with the Malheur Drainage District is to dispose of surface waters from the highway and therefore, that is the only right we may transfer to the City.

Form 734-3122

If the City wishes to add additional surface water to the Dork Canal, this must be negotiated with the District. Also, the hydraulic capacity of the storm sewer must not be exceeded so that surface waters will not back up through the catch basins and/or manholes onto the highway surface.

Please convey this information to your legal counsel and the City Council. Do not hesitate to contact me if you have any questions.

Sincerely,

Roger C Lang

Roger C. Lang
Region Federal Aid Specialist

RCL/vt
cc: W. E. Schwartz
D. E. Swan
Jack Sollis
C. D. Hiatt
P. F. Burnett

STATE OF OREGON

INTEROFFICE MEMO

TO: Roger C. Lang
Maintenance Operation Engineer

DATE: November 18, 1982

FROM: Jack L. Sollis
Assistant Attorney General

SUBJECT: Supplemental Agreement No. 4113
SW Fourth Avenue Project

RECEIVED
STATE HWY ENGR
NOV 22 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

ccPt 8
47

In reply to the October 20, 1982 letter from Doug Tietze concerning the agreement presented to the City, I have the following comments.

The Malheur Drainage District Contract with the State of Oregon does not have any prohibition against assignment in it. Therefore, I am of the opinion that the State may assign its rights in the contract to the City.

What in effect is happening is that the State is giving to the City title to the storm sewer that has been constructed and which is the subject of that agreement. The State is not, by this action, allowing the City to drain any additional waters into that storm sewer other than those that drain from the existing highway system at the time the agreement with the District was entered into. If the City wishes to use that storm sewer system for additional drainage, they will have to negotiate with the drainage district to determine whether or not they can place additional water in the storm sewer system. The State is merely turning over to the City a storm sewer that the State owns and for which they have negotiated the right to deposit waters into the Malheur Drainage District Canal that are collected from the highway system at the time the agreement was entered into. I see nothing wrong with this.

If the City has some concern that the State will not fulfill its agreement with the District before the transfer of the obligations to the City, they can either add a paragraph to that effect or wait until the obligations are completed to sign this agreement.

Again, their third concern will have to be worked out between the City and the District because we cannot transfer to the City more than what we have. The only right we have from the district is to discharge a certain number of cubic feet which is accumulated from the highway into the Drainage District Canal. If the City wishes to use it for additional drainage then I would think that would be a matter for them to work out with the Drainage District and it could be worked out by an agreement entered into before this one is executed stating that if and when the City takes over the storm sewer they can dump so much water into the canal which would be more than the State is authorized to dump in now. I don't see any real necessity for the State, City and Ditch Company to sit down together and resolve all these issues at one time, although, if the City wishes to do it that way I suppose we should sit down and do what we can do to get the project completed and over with.

JLS.lt

cc: W. E. Schwartz
D. E. Swan

CITY OF Ontario.... THE CAPITAL OF EASTERN OREGON

444 S.W. 4TH ST.
ONTARIO, OREGON
97914

Schwartz

☐ RF ☐ RCE ☐ RME ☐ ROE BG
☒ RFA OCT 21 1982 ☐
RECEIVED
REGION 5 OFFICE

October 20, 1982

Roger Lang
Federal Aid Specialist
Dept. of Transportation
Highway Division
P. O. Box 850
LaGrande, OR 97850

RE: Supplemental Agreement
4113 S. W. 4th Avenue Project

Dear Roger:

We gave a copy of the revised supplemental agreement to the City Attorney and City Council for review and approval at the Council meeting of October 19. Upon reviewing the agreement and exhibits as submitted, our attorney had three areas of concern all of which deal with the transfer of the agreement between the Highway Department and Malheur Drainage District, to the City of Ontario.

His first concern is with the states authority to unilaterally transfer its interest in the agreement to the City without the consent of the Ditch Company, under the terms of ORS 271.330, as was stated in your cover letter. If you have an opinion on this matter from your legal counsel you might forward a copy of it to Gary Ebert at the firm of Yturri, Rose, Burnham & Ebert here in Ontario.

Gary's second concern was with the things to be done by State section of the agreement between the Highway Department and the Ditch Company. He felt we should have some assurance that the state will complete or fulfill all of those obligations prior to any transfer of the agreement so as to avoid any transfer of those obligations to the City.

The third area of concern is with the terminology in that same agreement which essentially states that for the considerations given the Ditch Company will allow the Highway Department to discharge highway surface drainage into the Dork Canal. The problem is that the terminology seems fairly explicit about what drainage will be permitted to discharge into the canal, however, the City's interest is in being able to dispose of surface drainage other than that generated on the highway. While we do not feel our total discharge in cfs will exceed the original design capacity of the storm sewer as was first proposed, the agreement as written does not refer to total discharge quantity, only the point of origin. This matter will have to be resolved by amending the agreement or a memorandum of mutual understanding and consent.

It is Gary's feeling, and I would agree, that the simplest way to resolve all of these issues would be for the State, the City and the Ditch Company to sit down together and resolve all of these issues at one time.

The City Council concurred with Gary and deferred any action on the revised supplemental agreement until these issues have satisfactorily been resolved.

Very truly yours,

Doug Tietze
Director of Public Works

DT/mdp

cc: Gary Ebert

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

REGION 5 OFFICE

R. D. Hector
Region Engineer

P. O. Box 850   La Grande, Oregon 97850   Telephone 963-3177

July 19, 1982

R. N. BOTHMAN

Mr. Doug Tietze, Director of Public Works
City Hall
Ontario, Oregon 97914

Dear Doug:

Re: Supplemental Agreement, Misc. Contracts and Agreements No. 4113
S. W. Park Blvd.-Airport Way Section, Olds Ferry-Ontario Highway,
No. 455

Enclosed are four copies of a Supplemental Agreement to Agreement No. 4113 concerning disposition of right of way and assuming jurisdiction of the storm sewer system. You will note the Construction Agreement of January 14, 1982 shall remain in full force and effect and apply with like force and effect to this agreement, except as expressly modified.

Please examine the agreement carefully and if found to be acceptable, present them to the City Council for adoption of a resolution allowing the Mayor and City Recorder to enter into this agreement.

It is noted Exhibit "A" does not properly reflect the westerly city limits as shown on documents on file in your office. I suggest you make these corrections (in red) and initial and date changes before presentation to the City Council.

After the agreements have been signed, return the three blue bound copies to me for further processing. Do not hesitate to call me if you have any questions.

Sincerely,

Roger C Lang

Roger C. Lang
Region Federal Aid Specialist

RECEIVED
ASST STATE HWY ENGR
JUL 21 '82
REFER TO
FOR

RCL/vt
Enc.
cc: R. N. Bothman
D. E. Swan
C. D. Hiatt
P. F. Burnett

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
AGR

6

TO: R. D. Hector
Region 5 Engineer

DATE: June 7, 1982

FROM: W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: SW 4th Avenue - Ontario

NOTED
H. S. COULTER

As per our conversation June 3, please have an agreement drafted which would transfer to the city of Ontario any right or interest that the state may have in SW 4th Avenue and its extension to the westerly city limits.

By resolution, we would then exercise our statutory authority to route a state highway over a city street. This would limit our responsibility to surface maintenance only between the curbs. Ontario would have all authority and liability under the street and outside the curb line.

Be sure that you are specific in your agreement that the storm sewer and all future responsibility for its maintenance are a part of the agreement.

This action should resolve the longstanding issue of who had responsibility for what on SW 4th Avenue. It will also relieve us of a clear-cut responsibility for the narrow right-of-way strips that are currently being purchased for the future project.

cc H. S. Coulter
J. L. Sollis
Anthony Viducich

9618

Sec. 455

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-5

TO: D. N. Stoudenmeyer
Design Supervisor

DATE: June 4, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
S.W. Park Blvd.-Airportway (Ontario) Section
Olds Ferry-Ontario Highway
Malheur County

Attached are two prints of the approved sign study plan for the above-noted project.

L E George

L. E. GEORGE - TRAFFIC ENGINEER

ELS:np
Att.

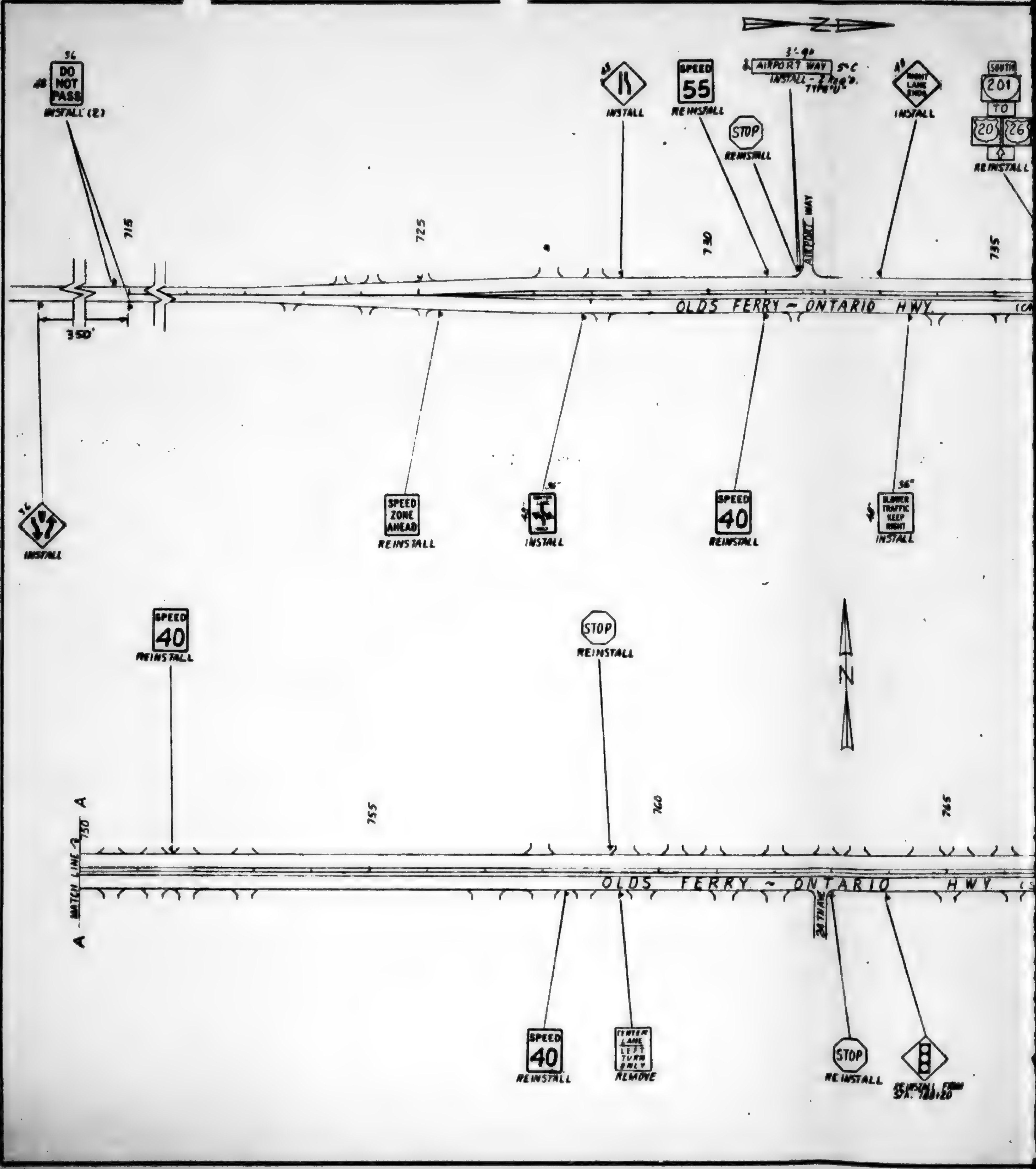
cc: R. D. Hector
C. D. Hiatt

REFERRED TO
2 Beard WGB Stoudenmeyer DNS
Cole Meith
Eriksen Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

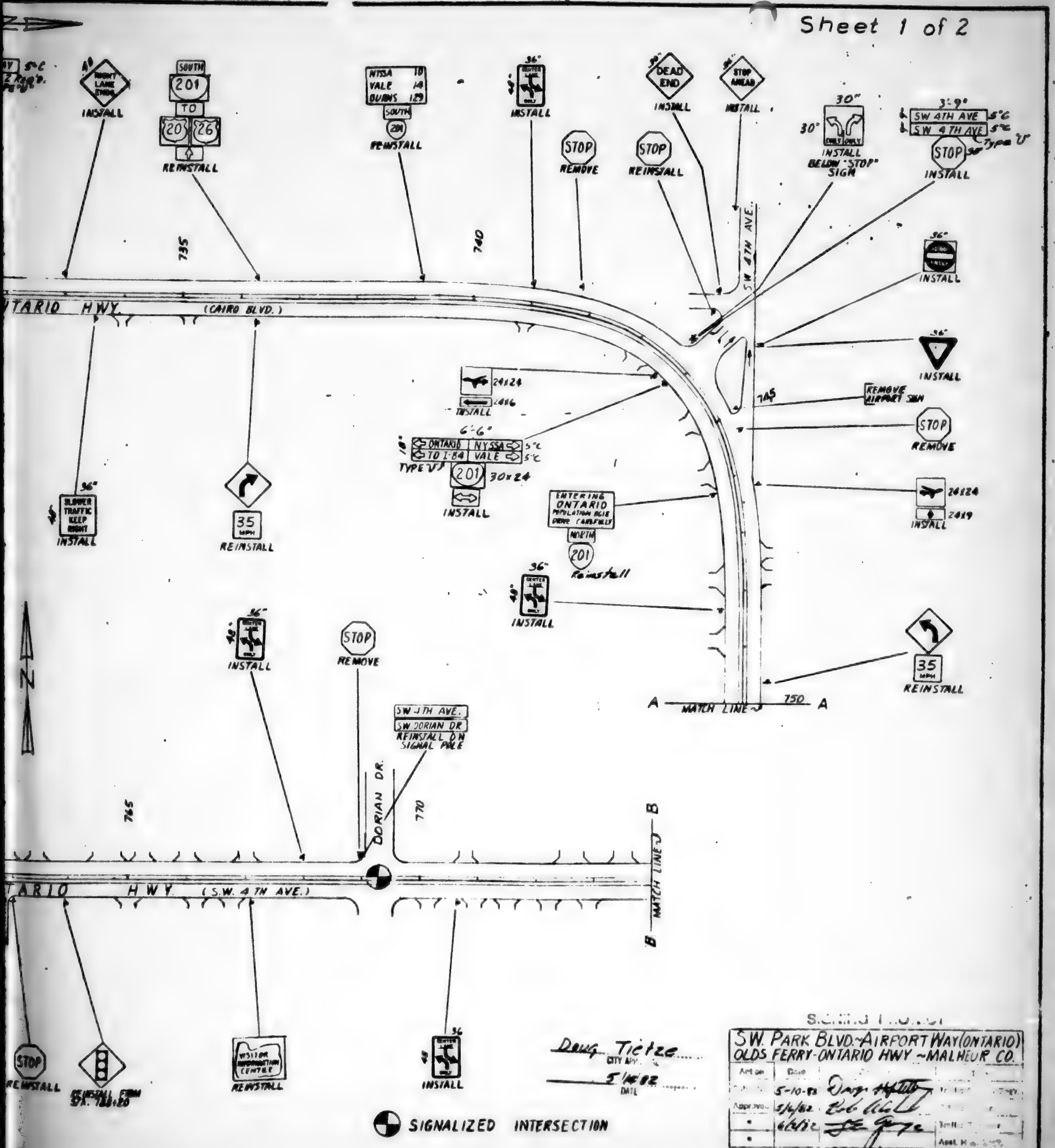
1 plan kept by Beard

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 9 1982
ROAD DESIGN SECTION


N
36
48
DO NOT PASS
INSTALL (2)
715
350'
725
48"
INSTALL
730
SPEED 55
REINSTALL
STOP
REINSTALL
3'-9"
2'
AIRPORT WAY
5"C
INSTALL - 2 REQ'D.
TYPE "U"
AIRPORT WAY
48"
RIGHT LANE ENDS
INSTALL
735
SOUTH
201
TO
20
26
REINSTALL
OLDS FERRY ~ ONTARIO HWY.
36"
INSTALL
SPEED ZONE AHEAD
REINSTALL
36"
48"
INSTALL
SPEED 40
REINSTALL
36"
48"
SLOWER TRAFFIC KEEP RIGHT
INSTALL
SPEED 40
REINSTALL
STOP
REINSTALL
N
A
750
MATCH LINE
A
755
760
765
OLDS FERRY ~ ONTARIO HWY.
24TH AVE.
SPEED 40
REINSTALL
CENTER LANE LEFT TURN ONLY
REMOVE
STOP
REINSTALL
REINSTALL FROM STA. 766+20

Sheet 1 of 2

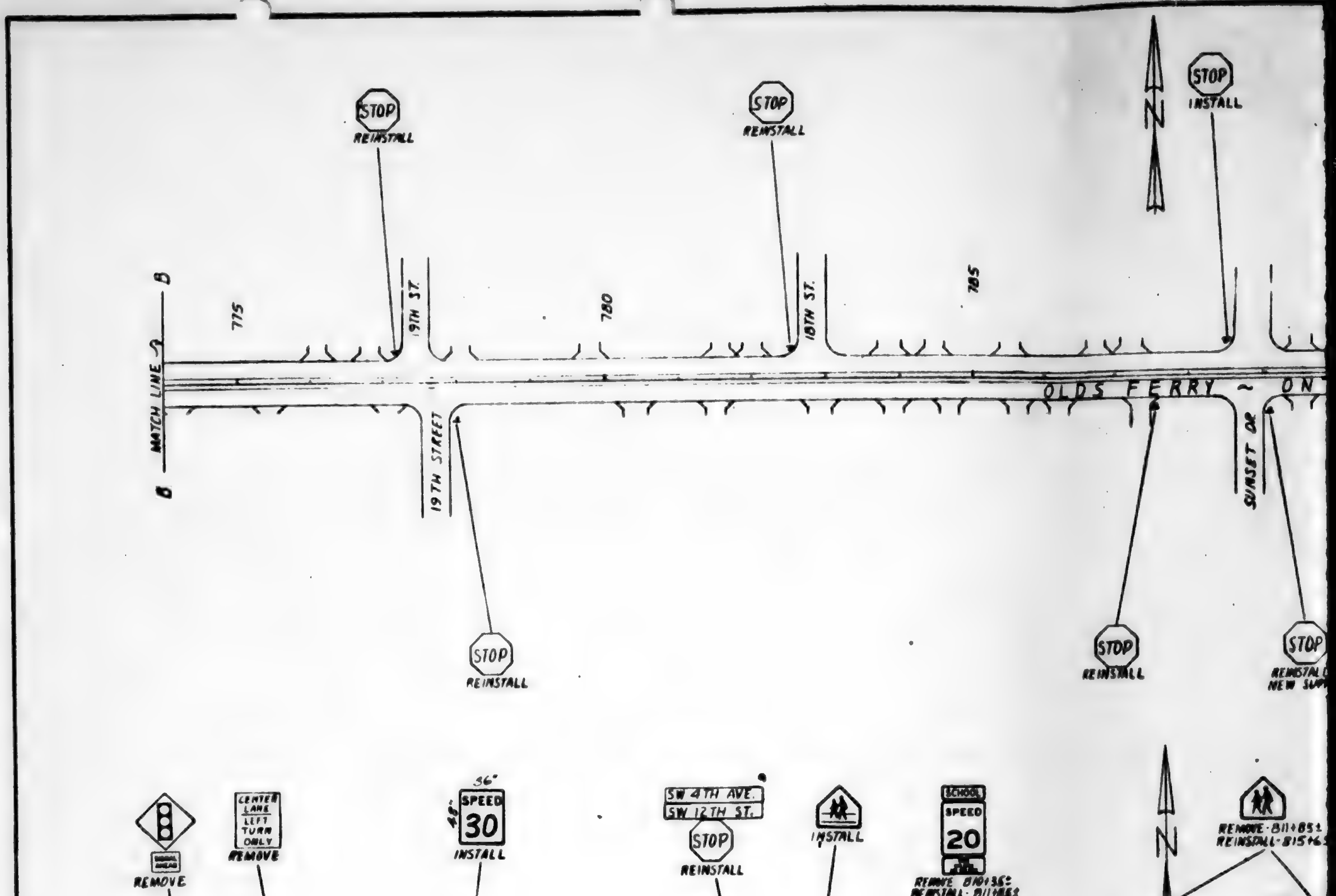


N
5"C
2 Req'd.
RIGHT LANE ENDS
INSTALL
SOUTH
201
TO
20
26
REINSTALL
NYSSA 10
VALE 14
BURNS 129
SOUTH
201
REINSTALL
36"
INSTALL
STOP
REMOVE
STOP
REINSTALL
DEAD END
INSTALL
STOP AHEAD
INSTALL
30"
30"
ONLY ONLY
INSTALL BELOW "STOP" SIGN
3'-9"
SW 4TH AVE 5"C
SW 4TH AVE 5"C
Type "J"
STOP 30"
INSTALL
735
740
SW 4TH AVE.
36"
INSTALL
ONTARIO HWY
(CAIRO BLVD.)
36"
INSTALL
24x24
24x16
INSTALL
6'-6"
ONTARIO NYSSA 5"C
TO I-84 VALE 5"C
TYPE "J"
201 30x24
INSTALL
745
REMOVE AIRPORT SIGN
STOP
REMOVE
24x24
24x19
INSTALL
36"
SLOWER TRAFFIC KEEP RIGHT
INSTALL
35 MPH
REINSTALL
ENTERING ONTARIO POPULATION 8510 DRIVE CAREFULLY
NORTH
201
Reinstall
36"
INSTALL
35 MPH
REINSTALL
36"
INSTALL
STOP
REMOVE
SW 4TH AVE.
SW DORIAN DR
REINSTALL ON SIGNAL POLE
750
A MATCH LINE A
N
765
DORIAN DR.
770
B MATCH LINE B
ONTARIO HWY (S.W. 4TH AVE.)
STOP
REINSTALL
REINSTALL FROM STA. 726+20
VISITOR INFORMATION CENTER
REINSTALL
36
INSTALL
SIGNALIZED INTERSECTION

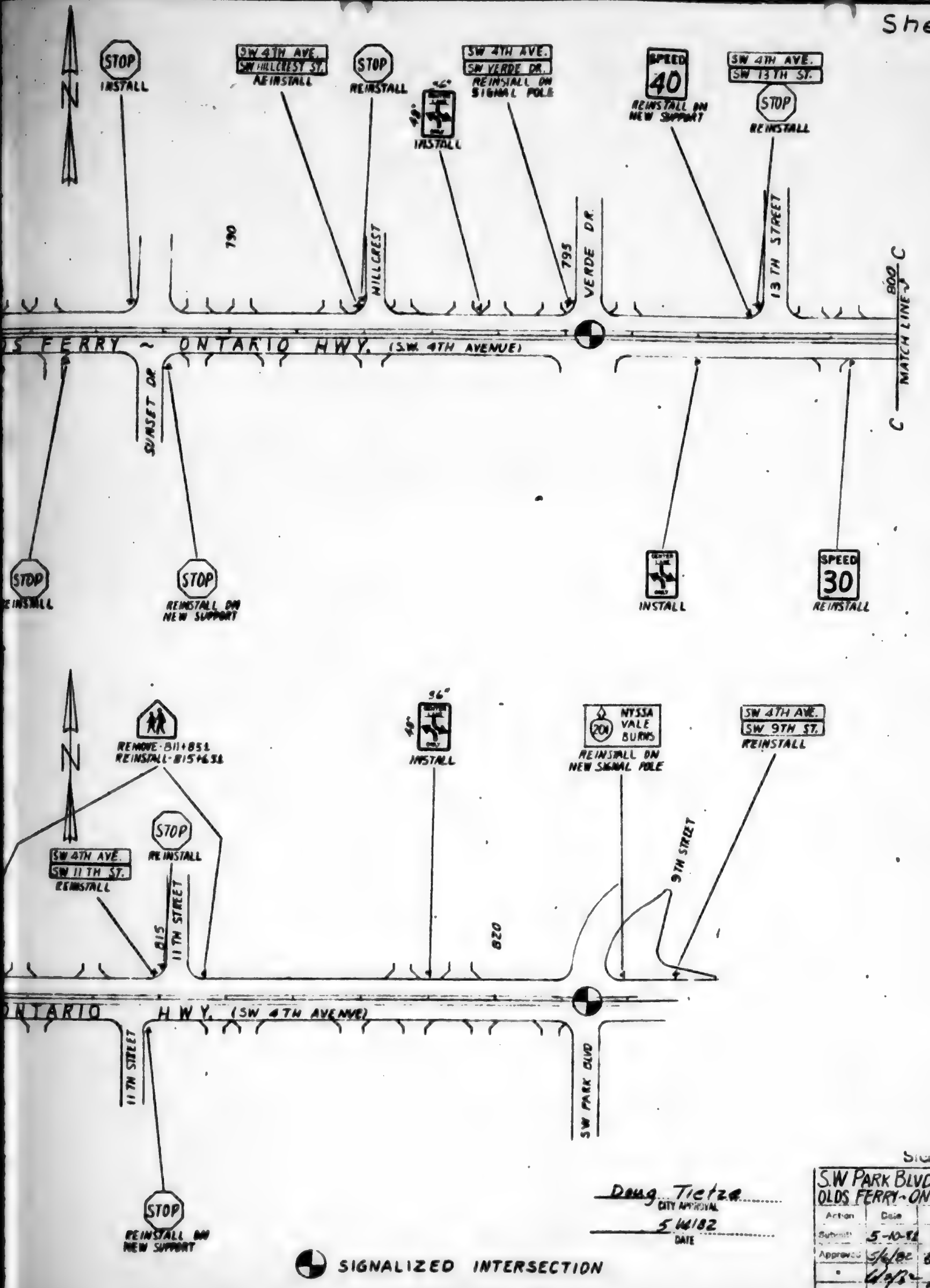
Doug Tietze
CITY APP.
5/16/82
DATE

S.W. PARK BLVD.~AIRPORT WAY (ONTARIO)
OLDS FERRY-ONTARIO HWY ~MALHEUR CO.

Action	Date		
	5-10-82	Doug	
Approved	5/14/82	Bob	
•	6/2/82		Traffic
•			Asst. Hwy. Engr.
Accepted	6/3/82	S.K.	FHWA


STOP
REINSTALL
STOP
REINSTALL
STOP
INSTALL
N
B
MATCH LINE
B
775
19TH ST.
780
18TH ST.
785
OLDS FERRY ~ ONT
19TH STREET
SUNSET DR
STOP
REINSTALL
STOP
REINSTALL
STOP
REINSTALL
NEW SU
CENTER LANE LEFT TURN ONLY
REMOVE
REMOVE
36"
48"
SPEED 30
INSTALL
SW 4TH AVE.
SW 12TH ST.
STOP
REINSTALL
INSTALL
SCHOOL
SPEED 20
REMOVE 810+35±
REINSTALL - 811+85±
N
REMOVE - 811+85±
REINSTALL - 815+6
STOP
REINSTALL
SW 4TH AVE.
SW 11TH ST.
REINSTALL
C
MATCH LINE
C
800
805
810
815
11TH STREET
OLDS FERRY - ONTARIO HWY
ALAMEDA DR
12TH STREET
11TH STREET
SW 4TH AVE.
SW ALAMEDA ST.
REINSTALL
STOP
REINSTALL
REMOVE - 804+90±
REINSTALL - 803+00±
SCHOOL
SPEED 20
REMOVL - 805+60±
REINSTALL - 804+90±
INSTALL
SW 4TH AVE.
SW 12TH ST.
REINSTALL
STOP
REINSTALL
36"
48"
SPEED 30
INSTALL
STOP
REINSTALL
NEW SUPPORT

Sheet 2 of 2


N
STOP
INSTALL
SW 4TH AVE.
SW HILLCREST ST.
REINSTALL
STOP
REINSTALL
96"
48"
INSTALL
SW 4TH AVE.
SW VERDE DR.
REINSTALL ON SIGNAL POLE
SPEED 40
REINSTALL ON NEW SUPPORT
SW 4TH AVE.
SW 13TH ST.
STOP
REINSTALL
790
HILLCREST
795
VERDE DR.
13 TH STREET
800
C
MATCH LINE
C
OS FERRY ~ ONTARIO HWY. (SW. 4TH AVENUE)
SUNSET DR.
STOP
REINSTALL
STOP
REINSTALL ON NEW SUPPORT
INSTALL
SPEED 30
REINSTALL
N
REMOVE-811+85±
REINSTALL-815+65±
96"
48"
INSTALL
NYSSA VALE BURNS
201
REINSTALL ON NEW SIGNAL POLE
SW 4TH AVE.
SW 9TH ST.
REINSTALL
STOP
REINSTALL
SW 4TH AVE.
SW 11 TH ST.
REINSTALL
815
11TH STREET
820
9TH STREET
ONTARIO HWY. (SW 4TH AVENUE)
11TH STREET
SW PARK BLVD
STOP
REINSTALL ON NEW SUPPORT
SIGNALIZED INTERSECTION

Doug Tietze
CITY APPROVAL

5/6/82
DATE

SIGNING PROJECT

S.W PARK BLVD.~AIRPORT WAY(ONTARIO)
OLDS FERRY~ONTARIO HWY.~MALHEUR COUNTY

Action	Date	Signature	Title
Submit	5-10-82	Doug Abbott	Traffic Control Engr.
Approved	5/6/82	Bob Ald	Dist. Engineer
•	6/4/82	[illegible]	Traffic Engineer
•			Asst. Hwy. Engr.
Accepted	6/3/82	G.K. [illegible]	FHWA

9611

6-2-82

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RF-F-DP-28(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. RF-505 & 506

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/1/82

8. FEDERAL ROUTE NUMBER Primary 5

9. STATE ROUTE NUMBER Secondary 455

10. GENERAL LOCATION:

Ontario - Cario Junction Section

11. GENERAL DESCRIPTION OF WORK

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 5/20/82 I approve the revised Preliminary Engineering Costs to a TEC of $235,500 Federal Funds $184,032.

(Increase TEC $58,600 Federal Funds $45,795 Appn Code 010)

RECEIVED
STATE HWY ENGR
JUN 4 '82
REFER TO Moehring
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
6-4-82

14. DATE 6/2/82

15. SIGNATURE OF APPROVING OFFICIAL G K Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:
CON 20

May 24, 1982

[illegible]

The Honorable Denny Jones
1461 NW Third Avenue
Ontario, Oregon 97914

You asked Scott Coulter for information about the right-of-way negotiations on SW 4th Avenue in Ontario.

We are buying the right-of-way for the whole project, from SW Park to Airport Way. The whole project is scheduled to be constructed as one contract, not in two separate projects.

Right-of-way appraisals started on the hospital end and have been completed for all except six parcels near the west end of the project. Your property is one of the six remaining to be appraised. Negotiations have been completed on about 20 percent of the parcels required. The Bend Right of Way office advised that, generally, negotiations are going very well and they expect to complete the right-of-way acquisition process by their September deadline.

If you have specific questions about the state of right-of-way acquisition for the project you could contact Mr. Harold Brainerd, Right of Way Supervisor, P.O. Box 5309, Bend, Oregon 97703, telephone 440-3399. I am sure he will be happy to discuss the process with you.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

WES:st

bc H. S. Coulter
J. B. Boyd
Harold Brainerd

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 20, 1982

TO:
Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM:
D.E. Swan, P.E.
Program Control Engineer

SUBJECT:
Program Change
Project No. RF-F-DP-28(7)
Ontario-Cario Junction Section
Malheur County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the attached justification letter from Mr. Terpin dated May 6, 1982.

Approval of this request will involve an increase of $58,600 in total cost and $45,795 in Federal funds with revised project financing as follows:

	Work	TEC	FF	Appn Code	Pro-Rata
Present	P.E.	$ 29,200.00	$ 22,817.00	012	78.15%
Present	P.E.	43,465.00	33,965.00	073	78.15%
Present	P.E.	104,235.00	81,455.00	106	78.15%
Increase	P.E.	58,600.00	45,795.00	010	78.15%
SUBTOTAL		$235,500.00	$184,032.00		
Utility (Y060)		50,000.00	39,075.00	010	78.15%
TOTAL		$285,500.00	$223,107.00		

CL:bkc
Attachment

cc: F. Terpin
General Files

Form 734-3122

ROW 18-4

April 12, 1982

Mr. Stephen B. Fonda
Secretary and Counsel
Malheur Drainage District
106 Main Street
Nyssa, OR 97973

Construction Agreement
Highway Surface Water Disposal
S.W. Park Blvd.-Airport Way Section
Olds Ferry-Ontario Highway
Malheur County
Project No. DP-F-28(7)

MISC. CONTRACTS and
AGREEMENTS No. 7677

Dear Mr. Fonda:

Here is one (1) fully executed copy of an agreement between the Oregon Transportation Commission, Highway Division and Malheur Drainage District which set forth the responsibilities of the State and the District related to the construction of the subject section of the Olds Ferry-Ontario Highway, the disposal of highway surface water drainage and the cleaning and improvement of District's Dork Canal.

The State concurs in the award of your contract for cleaning and improvement of the Dork Canal to the second low bidder, Howell Construction Co. for a bid of $39,230. We agree with the disqualification of the apparent low bidder, Utility Construction Co., for the reasons set out in District's February 25, 1982 Board of Supervisor's Minutes.

Please contact P.F. Burnett, Project Manager, 802 E. Idaho Avenue, Ontario, OR 97914, phone 889-8558, and advise when contractor will start his work.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

JMC/llr
bc: W. E. Wilken w/agree.
H. S. Coulter
E. S. Hunter
R. D. Hector - w/agree.
P. F. Burnett - w/agree.
Harlin Gerlach - w/agree.
Commission Services - w/agree.

4/19/82
noted in
agree't
Book

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority and acting in accordance therewith for the Commission, I approve all actions listed below and report this action for your official records:

> On April 7, 1982, approved an agreement with the Malheur Drainage District setting forth the responsibilities relating to the construction of the S.W. Park Boulevard-Airport Way Section of the Olds Ferry-Ontario Highway in Malheur County. (Approval given to J. B. Boyd)

Dated this 14 day of April, 1982

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
E S Hunter
for STATE HIGHWAY ENGINEER
Date 4-9-82

ROW 18-4

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: April 7, 1982

JBBoyd

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

Orig to come from R/W

SUBJECT: Construction Agreement
Malheur Drainage District
Highway Surface Water Disposal
S.W. Park Blvd.-Airport Way
Section
Olds Ferry-Ontario Highway
Malheur County
Project No. DP-F-28(7)

I have received Chairman Yturri's approval of an agreement between the Oregon Transportation Commission, Highway Division and Malheur Drainage District which set forth the responsibilities of the State and the District related to the construction of the highway project, the disposal of highway surface water and the cleaning and improvement of the District's Dork Canal.

The District has agreed to accept the highway surface water runoff into their Dork Canal in return for State's payment of the cost of increasing the capacity of the Canal to accommodate the extra drainage water. The State is also agreeing to make a one-time payment of $10,000 (non-Federal participation) for any and all future Canal maintenance.

I am submitting two signed copies for your approval. Return both copies of the agreement to me for final disposition.

JBB:jr
Attach.

cc: Jack Cartwright

RECEIVED
STATE HWY ENGR
APR - 7 '82
REFER TO
FOR

Info	Inves	R/O	J R	Sign	Act	File

Contains Recycled Materials

76-18

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: Bob Hector, P.E.
Region 5 Engineer

DATE: March 29, 1982

FROM: D. E. Swan, P.E. D E Swan
Program Control Engineer

SUBJECT: S.W. Park Blvd.-Airport Way (Ontario) Section
Olds Ferry-Ontario Highway No. 455
City of Ontario

This office has been requested to respond to Pat's letter of February 23, to J. B. Boyd, regarding clarification of jurisdiction on S.W. 4th Avenue, between S.W. 11th Street and Verde Drive in the City of Ontario.

We have discussed this subject with Jack Sollis and report the following:

In reviewing right-of-way map 10C-51-17 for the subject section, the State has or is in the process of acquiring properties on both sides of S.W. 4th Avenue from S.W. Park Blvd. westerly. It appears that the new travelled way will utilize the major part of the existing right-of-way with sidewalks being in the newly acquired portions.

The new right-of-way is described so that the State has underlying title each side of the centerline to the new right-of-way boundaries. Therefore, the State will be responsible for maintenance between the new right-of-way lines westerly from S.W. Park Blvd. throughout the project.

This, however, does not preclude the City's rights to grant the privilege to open the surface, grant franchises over, beneath and upon as contained in ORS 373.020(2) and (3).

In view of the above an agreement other than Misc. C & A No. 4113 will not be required.

CK:pf

Buzz - I think you missed the point of my letter. I would like to discuss it with you

Pat Schwartz

cc: H. S.
W. E.
J. B.
Dale
Frank
Harol

3/31 orig to Swan

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RF-F-DP-28(7)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. RF-505-506

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
3-15-82	Primary 5	Secondary 455

10. GENERAL LOCATION:
Ontario - Cario Junction Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr. Swan's letter of 4-2-82, you are now authorized to proceed with the actual adjustments for the Malheur Drainage District's Dork Canal at a TEC of $50,000 - Federal Funds $39,075. Since the Utility is not adequately staffed to perform the necessary work with its own forces, the contract method of performing the work is approved providing appropriate Civil Rights clauses are included.

I approve the agreement with Malheur Drainage District with the exception of "lump sum payment of $10,000 for maintenance activities" which is a nonparticipating item.

The above authorization is given with the understanding that the improvements proposed for the canal are: 1) necessary to handle the increased runoff resulting from the project, and 2) that a recognized rational design process has been used.

ECEIV
STAT HWY

14. DATE 3-15-82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
PREVIOUS EDITIONS MAY BE USED

7611   3-15-8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RF-F-DP-28(7)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. RF-505 & 506

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/15/82

8. FEDERAL ROUTE NUMBER Primary 5

9. STATE ROUTE NUMBER Secondary 455

10. GENERAL LOCATION:
Ontario - Cario Junction Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Swan's 3/2/82 letter I approve the program change adding adjustment of utilities at a TEC of $50,000 Federal Funds $39,075.

RECEIVED
STATE HWY ENGR
MAR 23 '82
REFER TO: Mechling
FOR

14. DATE 3/15/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

March 2, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Program Change
RF-F-DP-28(7)
Ontario-Cario Jct. Section
Malheur County

I request your approval of a program change on the subject project to include in the character of proposed work actual adjustment of utilities consisting of work by Malheur Drainage District necessary to clean and widen the Dork Canal to handle the increase in surface water drainage from the proposed construction of the S.W. Park Blvd.-Airport Way Section and also joint financing utilizing consolidated primary funds to supplement other funds. The estimated total cost for this work is $50,000 with federal funds of $39,075.

I further request your approval of a finding in the public interest for the District to accomplish the work at this time by the contract method based on the following:

1.) The District does not have sufficient equipment to accomplish the work with their own forces.
2.) The work should be done in a timely manner and prior to the irrigation season to prevent interruption of service.
3.) The District's Canal is not in conflict with the future highway construction project; however, it has been determined to be the most economical method to dispose of excess surface drainage from the highway facility.

Form 734-3122

Revised financing as follows:

	Appn Code	Total Cost	Fed. Funds	%
Preliminary Engineering	012	$ 29,200.00	$ 22,817.00	78.15
Preliminary Engineering	073	43,465.00	33,965.00	
Preliminary Engineering	106	104,235.00	81,455.00	
SUBTOTAL		$176,900.00	$138,237.00	
Utilities (Y060)	010	50,000.00	39,075.00	
TOTAL		$226,900.00	$177,312.00	

Enclosed is a copy of Mr. Cartwright's memo of February 24, 1982 with attachment which provides additional information.

CL:bkc
Attachments

cc: J. Cartwright
R. Hacek
General Files

1611

STATE OF OREGON **INTEROFFICE MEMO**

TO: J. B. Boyd
Right of Way Section

DATE: February 23, 1982

SUBJECT: S. W. 4th Avenue
Olds Ferry-Ontario Highway #455
City of Ontario

In the development of the S. W. Park-Airport Way project on subject highway, it has become apparent that there is no clear definition of the jurisdiction over the street between the City and the State.

I had our Federal Aid Specialist, Roger Lang, make a detailed search of both the City and County records in an attempt to determine what portion of the street was a city street with a highway routed over it and what portion of the street was a state highway with the jurisdiction being totally under the control of the State.

The records are very sketchy and incomplete at best. Attached is a copy of Lang's report and findings. It appears that all of S. W. 4th Avenue easterly of S. W. 11th Street has always been totally within the City of Ontario and there is no question that the City has total jurisdiction of the street right of way outside the curb line. Between S. W. 11th and Verde Drive the City apparently has always had jurisdiction over the northerly side of the street and the State or County had jurisdiction of the southerly side. Westerly of Verde Drive it appears that the right-of-way has always been either a County road or a State highway.

We believe it would be helpful to both parties concerned if the question of jurisdiction could be resolved by mutual agreement. We believe the City of Ontario would be receptive to such an agreement. Further, to square up the jurisdictional boundaries we would propose that the State surrender any claim to the southerly side of S. W. 4th Avenue between S. W. 11th Street and Verde Drive.

If your office can concur in Lang's findings, please have your office prepare an agreement which defines the jurisdictional boundaries.

W. E. Schwartz
Region Engineer

RECEIVED
STATE HWY ENGR
FEB 25 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

WES/vt
Enc.
cc: H. S. Coulter
Dale Hiatt
Frank Burnett
Harold Brainerd

February 4, 1982

ZaDean Auyer
The Malheur Enterprise
P. O. Box 310
Vale, OR 97918

Your letter regarding the 4th Street improvement versus an Ontario Bypass, has been referred to me by Chairman Yturri.

In October and early November last fall, a series of 18 public meetings were held statewide to obtain public input to be considered in making decisions about our Six-Year Highway Improvement Program. At the meeting held in Ontario on October 26, there was considerable public support for the 4th Street improvement and little opposition. Correspondence received before and since the meeting has generally echoed that support.

A bypass for Ontario utilizing Butler Boulevard has been suggested in the past, but has not had any significant local support. However, several letters of support for a bypass, such as yours, have been received recently. The Ontario City Council, several years ago specifically requested the 4th Street improvement in lieu of a bypass. Although some traffic would certainly benefit from a bypass, the largest demand and greatest service will still be served by the improvement included in the Program approved by the Commission at their January meeting.

I am sure that the concept of a bypass will remain an item for consideration in the future and an improvement that could be undertaken by either the state, county or city when additional funds are available.

H. S. Coulter, P.E.
State Highway Engineer

cc Anthony Yturri

bc W. E. Schwartz
D. H. Moehring

KO:bkc 1b

The Malheur ENTERPRISE
Your County Seat Newspaper
Vale, Oregon 97918

RECEIVED
STATE HWY ENGR
JAN 19 '82
REFER TO
meeting
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

January 14, 1982

Anthony Yturri
Oregon Transportation Commission Chairman
Box S
Ontario, Oregon 97918

Dear Tony,

Regarding our telephone conversation about widening S.W. 4th Ave. in Ontario:

I would like to request the Transportation Commission reconsider this project in favor of the construction of a truck by-pass around the city. These are my reasons:

1. Widening the south or top end of that street does nothing to solve the serious problem near the center of town. There are still two right angle turns with an additional one for north bound trucks and trucks going to Ore-Ida. There is also a narrow traffic restricting underpass. The analogy to the funnel seems appropriate. No matter how much you widen the top, the neck determines the rate of flow. This project addresses the top.

2. The problem is not just that of local truck traffic going to Ore-Ida. All trucks coming from Central Oregon through Bend and Burns as well as some coming from Nevada via Nyssa, must cover this route to reach the Interstate and on in to Idaho.

3. I can't help but believe that if the heavy and through traffic th were Off SW 4th that there wouldn't be plenty of room for the local traffic. Already turn lanes and curb widening projects are in place.

4. Since the initial planning began for this six year period the Ontario Livestock Commission Co yard has been destroyed by fire. This then makes Butler Blvd. a more viable route for a truck by pass.

5. The economy of the state is such that it is very hard for me to think that if the nearly $6 million is spent on widening SW 4th that any money will be available even in the next six year plan for any major construction in the Ontario area. It appears to me to be now or never. It was for this reason that I agreed to support Lewis Johnson on this project rather than encouraging him to wait for the next plan.

Sincerely,

ZaDean

ZaDean Auyer

W. G. AUYER, Publisher • P. O. BOX 310 • VALE, OREGON 97918 • TELEPHONE (503) 473 3377

February 4, 1982

Gary Kamo, President
Kamo Farms, Incorporated
Vale, OR 97918

Your letter regarding the 4th Street improvement versus an Ontario Bypass, has been referred to me by Chairman Yturri.

In October and early November last fall, a series of 18 public meetings were held statewide to obtain public input to be considered in making decisions about our Six-Year Highway Improvement Program. At the meeting held in Ontario on October 26, there was considerable public support for the 4th Street improvement and little opposition. Correspondence received before and since the meeting has generally echoed that support.

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I am sure that the concept of a bypass will remain an item for consideration in the future and an improvement that could be undertaken by either the state, county or city when additional funds are available.

H. S. Coulter, P.E.
State Highway Engineer

cc Anthony Yturri

bc W. E. Schwartz
D. H. Moehring

KO:bkc 1b

January 14, 1982

Anthony Yturri, Chairman
Oregon Department of Transportation
Box 6
Ontario, OR

Dear Mr. Yturri:

This letter is in reference to the construction project scheduled for Ontario's Fourth Avenue.

I agree that Ontario's down town traffic system is going to require some expanding. However, as a life time resident of the community of Vale and as an active farmer, contributing thousands of dollars a year (through the farm) in hiway taxes , I would like to express my desires on how to help solve our problem. I feel those tax dollars are to maintain our overall traffic system. I feel we should not only help Ontario, but also help the surrounding farming community, as that segment of population dictates the economy of the whole county.

Our corporation farms nearly fifteen hundred acres of row crop farm land and maintains a fleet of around twenty vehicles. Like most farmers in the area, we must maneuver around and through Ontario with our trucks as we go to and from market. We are quite aware of the problems that confront all of us.

I feel that widening Butler Blvd. and expanding a route around the Ontario business district to the freeway would relieve a large amount of down town traffic congestion.

RECEIVED
STATE HWY ENGR
JAN 19 '82
REFER TO
FOR
Inves R/D D/R Sign File

RECEIVED
JAN 20
PROJECT MANAGEMENT SECTION

Butler Blvd. is currently being used by truck traffic, and cars, but the route is narrow and hazardous for large trucks. This route has been the scene of many fatal and near fatal accidents. If this Blvd. was extended out across the railroad tracks and to the freeway, with access to the packing plants, it would be effective in solving a majority of the problems.

I think for the dollar of dollar investment, and for the benefit of everyone, it would be wiser to channel our limited resources toward eleminating the problem, not merely easing it.

Respectfully yours,

Gary Kamo

Gary Kamo, President
Kamo Farms, Incorporated
Vale, OR

ch

February 4, 1982

Lewis R. Johnson
Johnson Feed Lot
Route 1, Box 132
Vale, OR 97918

Your letter regarding the 4th Street improvement versus an Ontario Bypass, has been referred to me by Chairman Yturri.

In October and early November last fall, a series of 18 public meetings were held statewide to obtain public input to be considered in making decisions about our Six-Year Highway Improvement Program. At the meeting held in Ontario on October 26, there was considerable public support for the 4th Street improvement and little opposition. Correspondence received before and since the meeting has generally echoed that support.

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H. S. Coulter, P.E.
State Highway Engineer

cc Anthony Yturri

bc W. E. Schwartz
D. H. Moehring

KO:bkc 1b

RECEIVED
STATE HWY ENGR

JAN 19 '82

REFER TO [illegible]

FOR

Info Inves R/D D/R Sign [✓ Act] File

Orig
1-19-82

JOHNSON FEED LOT
Rt. 1, Box 132
Vale, Oregon
97918

January 14, 1982

Oregon Transportation Commission
Salem, Oregon

Dears Sirs:

I am writing in regards to the widening of S. W. Fourth Avenue in Ontario, Oregon.

In visiting with a lot of people, including people from Ontario, the feeling is that the cost of this project, $5,735,000.00, far outweighs the value that will be received by the people of both Ontario and Malheur County.

Most people do not realize how much this project will cost, and when told, they think the money could be better spent by using Butler Boulevarde to by-pass Ontario's busy business district. This project could include going east on Butler Boulevarde, through the area where the Ontario Sale Yard was before it burnt down; building an overpass over the railroad and entering the freeway by the Charolais Restaurant and Truck Stop.

It is said that if we don't use the money on S. W. 4th Avenue in Ontario, that Ontario will lose it. No one wants to see the money lost to Ontario because an alternate route is urgently needed in Ontario.

S. W. 4th Avenue has to carry all the traffic to and from the freeway to Vale, Burns, Bend and the Coast; all the traffic from Nyssa, Jordan Valley and Nevada to and from the North; all the traffic on Highway 26 to and from John Day, etc.

There are hundreds of potatoe, onion and corn trucks going from farms to markets and warehouses on the eastern edge of Ontario and beyond. All of these trucks coming from the Vale and Nyssa areas and other farms west of Ontario must use S. W. 4th Avenue. There are also great numbers of semi-trucks and trailers which must use this route. These trucks cannot go through Ontario without breaking traffic laws. In order for them to make the many ninty degree corners which the route requires, they have to take up two lanes of traffic. The great numbers of these trucks which go through Ontario slow down traffic considerably and are a traffic hazard. Going west on S. W. 4th there is a traffic light, then a hill to climb right at the intersection where the hospital sits. It is very difficult to be quiet in this hospital zone under these circumstances.

If the alternate route were chosen there are still four roads going into Ontario which would put people wishing to go into Ontario in the city at almost any place they would want to be. It would also put the truck traffic either on the east side of Ontario or around Ontario without their having to contend with traffic lights or the ninty degree turns.

Even if you widen S. W. 4th Avenue, it is not going to help some of the obstacles on down the street. But, for Heaven's sake, don't use the money somewhere else because something has got to be done here. However, I think we could get so much more for our money if it were spent on Butler Boulevarde.

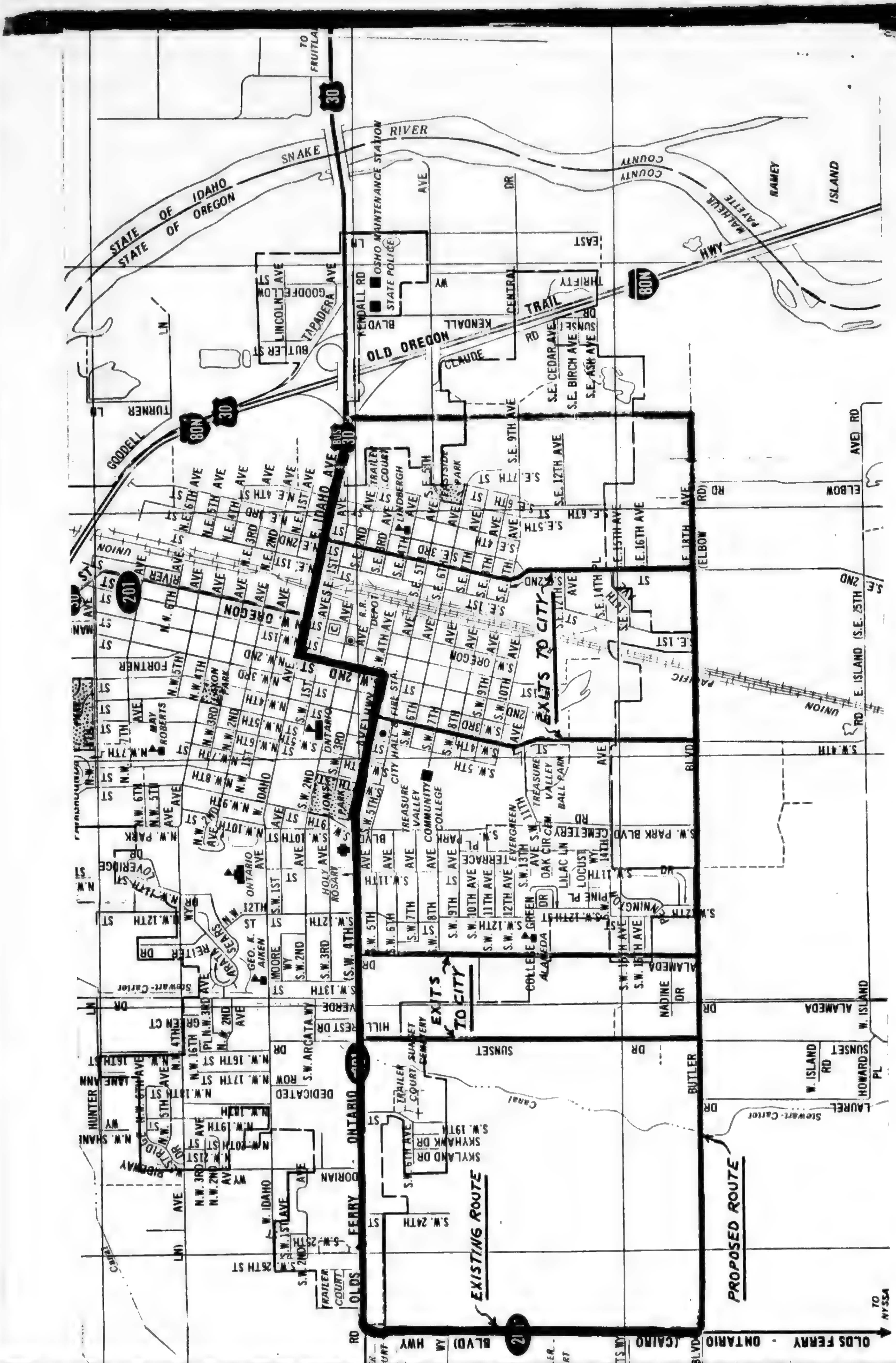
Enclosed is a map of Ontario showing where the road would go.

Sincerely

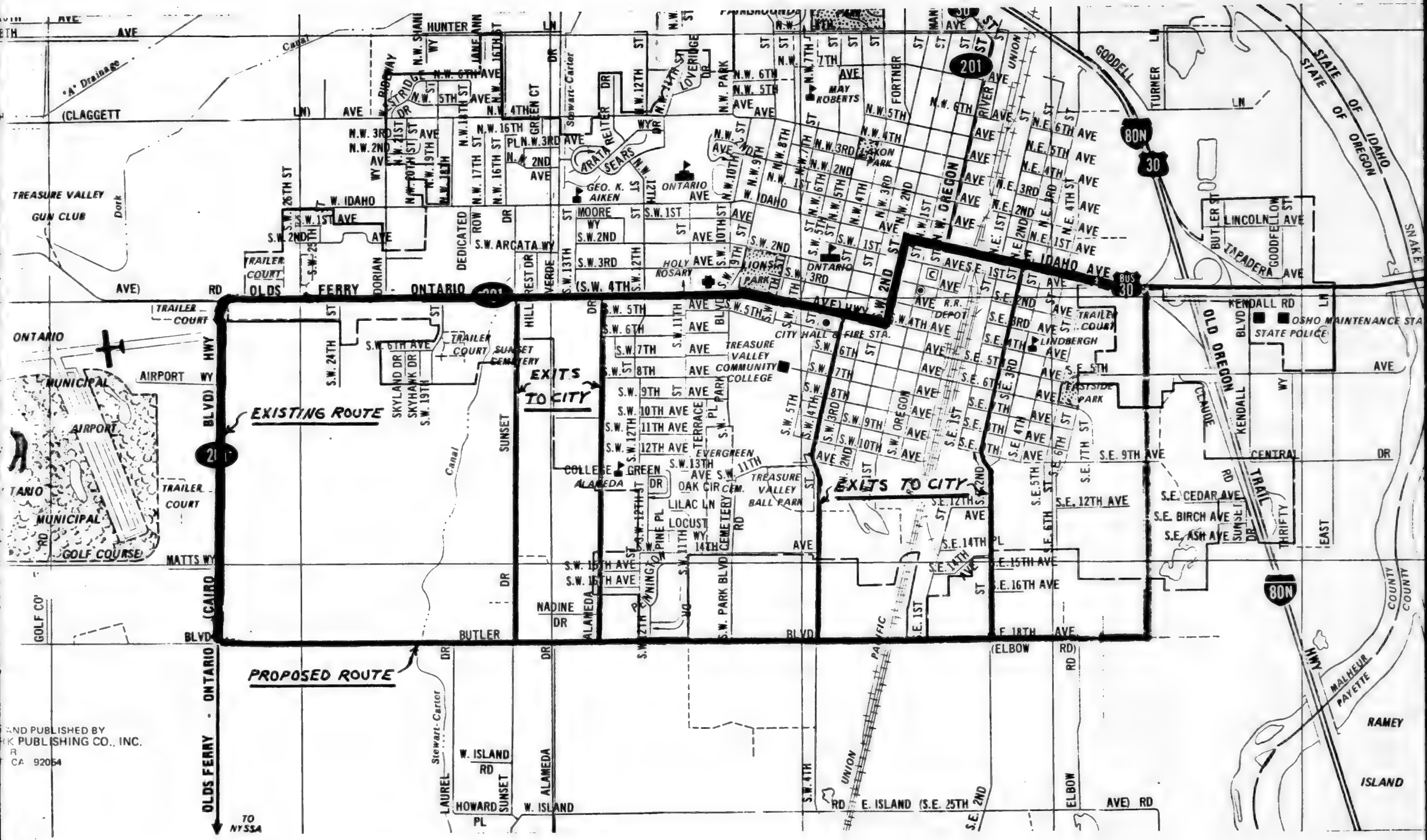
LEWIS R. JOHNSON

006621

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE



TO FRUITLAND
30
SNAKE RIVER
STATE OF IDAHO
STATE OF OREGON
MALHEUR COUNTY
PAYETTE COUNTY
RAMEY ISLAND
OSHO MAINTENANCE STATION
STATE POLICE
KENDALL RD
KENDALL BLVD
GOODFELLOW ST
LINCOLN AVE
TAPADERA AVE
BUTLER ST
OLD OREGON TRAIL HWY
80N
CLAUDE RD
CENTRAL
THRIFTY
EAST
S.E. CEDAR AVE
S.E. BIRCH AVE
S.E. ASH AVE
SUNSET DR
TURNER LN
GOODELL
80N
30
BUS 30
IDAHO AVE
TRAILER COURT
LINDBERGH
EASTSIDE PARK
S.E. 9TH AVE
S.E. 12TH AVE
S.E. 7TH ST
S.E. 5TH ST
S.E. 6TH ST
S.E. 15TH AVE
S.E. 16TH AVE
S.E. 18TH AVE
ELBOW RD
(ELBOW AVE) RD
S.E. 2ND ST
S.E. 1ST ST
UNION PACIFIC
E. ISLAND (S.E. 25TH AVE) RD
201
RIVER
N.W. OREGON
R.R. DEPOT
S.W. 4TH AVE
S.W. 2ND ST
S.W. OREGON
FORTNER ST
LISA PARK
MAY ROBERTS
FIRE STA.
CITY HALL
EXITS TO CITY
TREASURE VALLEY COMMUNITY COLLEGE
TREASURE VALLEY BALL PARK
CEMETERY RD
S.W. PARK BLVD
S.W. PARK PL
EVERGREEN
TERRACE
OAK CIR
LILAC LN
LOCUST WY
PINE PL
CUNNINGHAM
HOLY ROSARY
LIONS PARK
N.W. PARK
LOVERIDGE DR
ONTARIO AVE
GEO. K. AIKEN
ALAMEDA
COLLEGE GREEN
ALAMEDA DR
NADINE DR
W. ISLAND
Stewart - Carter
VERDE DR
HILLCREST DR
GREEN CT
EXITS TO CITY
SUNSET CEMETERY
SUNSET DR
S.W. ARCATA WY
DEDICATED ROW
N.W. 16TH ST
N.W. 17TH ST
N.W. 18TH ST
N.W. 19TH ST
N.W. 20TH ST
N.W. 21ST ST
HUNTER
JANE ANN
N.W. SHANI
RIDGWAY
ELSTRIDGE DR
TRAILER COURT
S.W. 19TH
SKYHAWK DR
SKYLAND DR
DORIAN
W. IDAHO
S.W. 24TH
S.W. 25TH
S.W. 26TH ST
ONTARIO FERRY OLDS
TRAILER COURT
EXISTING ROUTE
PROPOSED ROUTE
BUTLER
W. ISLAND RD
HOWARD PL
LAUREL DR
Canal
201
OLDS FERRY - ONTARIO (CAIRO BLVD) HWY
TO NYSSA


EXISTING ROUTE
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STATE OF IDAHO
STATE OF OREGON
SNAKE
MALHEUR
PAYETTE
COUNTY
COUNTY
RAMEY
ISLAND
OLD OREGON TRAIL
HWY
E. IDAHO AVE
N.W. OREGON
S.W. OREGON
OLDS FERRY - ONTARIO (CAIRO BLVD) HWY
TO NYSSA
BUTLER BLVD
SUNSET DR
ALAMEDA DR
E. ISLAND (S.E. 25TH AVE) RD
ELBOW RD
S.E. 18TH AVE
(ELBOW RD)
S.W. PARK BLVD
CEMETERY RD
TREASURE VALLEY COMMUNITY COLLEGE
TREASURE VALLEY BALL PARK
CITY HALL & FIRE STA.
R.R. DEPOT
LINDBERGH
EASTSIDE PARK
MAY ROBERTS
LIONS PARK
HOLY ROSARY
ONTARIO
GEO. K. AIKEN
COLLEGE
ALAMEDA
SUNSET CEMETERY
TRAILER COURT
TRAILER COURT
TRAILER COURT
TRAILER COURT
OSHO MAINTENANCE STA
STATE POLICE
KENDALL RD
ONTARIO MUNICIPAL AIRPORT
ONTARIO MUNICIPAL GOLF COURSE
AIRPORT WY
MATTS WY
TREASURE VALLEY GUN CLUB
'A' Drainage
Canal
Canal
Dork
Stewart-Carter
(CLAGGETT LN)
UNION PACIFIC
GOODELL
TURNER LN
CLAUDE RD
CENTRAL DR
THRIFTY
EAST
S.E. CEDAR AVE
S.E. BIRCH AVE
S.E. ASH AVE
SKYLAND DR
SKYHAWK DR
S.W. 19TH
S.W. 24TH ST
DEDICATED ROW
S.W. ARCATA WY
HILL REST DR
VERDE DR
W. IDAHO AVE
W. ISLAND RD
HOWARD PL
LAUREL DR
NADINE DR
LINCOLN AVE
GOODFELLOW ST
TAPADERA AVE
FORTNER ST
HUNTER
JANE ANN
AND PUBLISHED BY
K PUBLISHING CO., INC.
R
CA 92064

January 19, 1982

City of Ontario
City Hall
Ontario, OR 97914

AGR 4

Attention: Dick Franks
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 4113

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a construction agreement for the S. W. Park Boulevard-Airport Way Section of the Old Ferry-Ontario Highway, State Secondary Highway No. 455.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. Swan
Operation Programming Engineer

DATE: September 30, 1981

SUBJECT: Agreement
Verde Drive-Airport Drive
Highway 455, Olds Ferry-Ontario

After reviewing the agreement we have with the City of Ontario, dated November 24, 1970, it is very apparent the agreement should be either amended to encompass the proposed project shown in the Six Year Highway Improvement Plan or scrapped and rewritten for the following reasons.

1) Agreement should be from S.W. Park Blvd. to Airport Road. Existing agreement does not cover the section from S.W. Park Blvd. to S.W. Verde Drive.

2) Typical section shown on Exhibit A has been revised. It is felt we should not show a typical section on the Exhibit A as it may lock us into something we do not want or cause delay in getting the local government to agree to the change.

3) Highway No. 455 is no longer a State Secondary. The realignment of federal highways designated this route as FAP 21.

4) The Right of Way Section is uncertain as to which parts of the section ✓ are City street and State highway owned in fee simple.

5) City to reimburse State for 25% of the actual total costs of right of way acquisition, does not say excepting those costs reimbursed from Federal Funds. Acquisition of any right of way is to have concurrence of City.

It is recommended we scrap this agreement and start over with a review by the Region before it is submitted to the City.

W. E. Schwartz
Region Engineer

RCL/vt

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
OCT 2 1981
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

STATE OF OREGON **INTEROFFICE MEMO**

TO: Mainor Holmes
Agreement Specialist

DATE: December 21, 1981

Harlin Gerlach

FROM: Harlin Gerlach
Region Utility Specialist

SUBJECT: Possible County Agreement
S. W. Park Blvd-Airport Way Section
Olds Ferry-Ontario Highway
Malheur County

Attached are copies of correspondence between P.F. Burnett and City of Ontario, Malheur County and Rural Road District #3 pertaining to our proposed routing of a storm sewer along S.W. 4th Street and Airport Road on subject property.

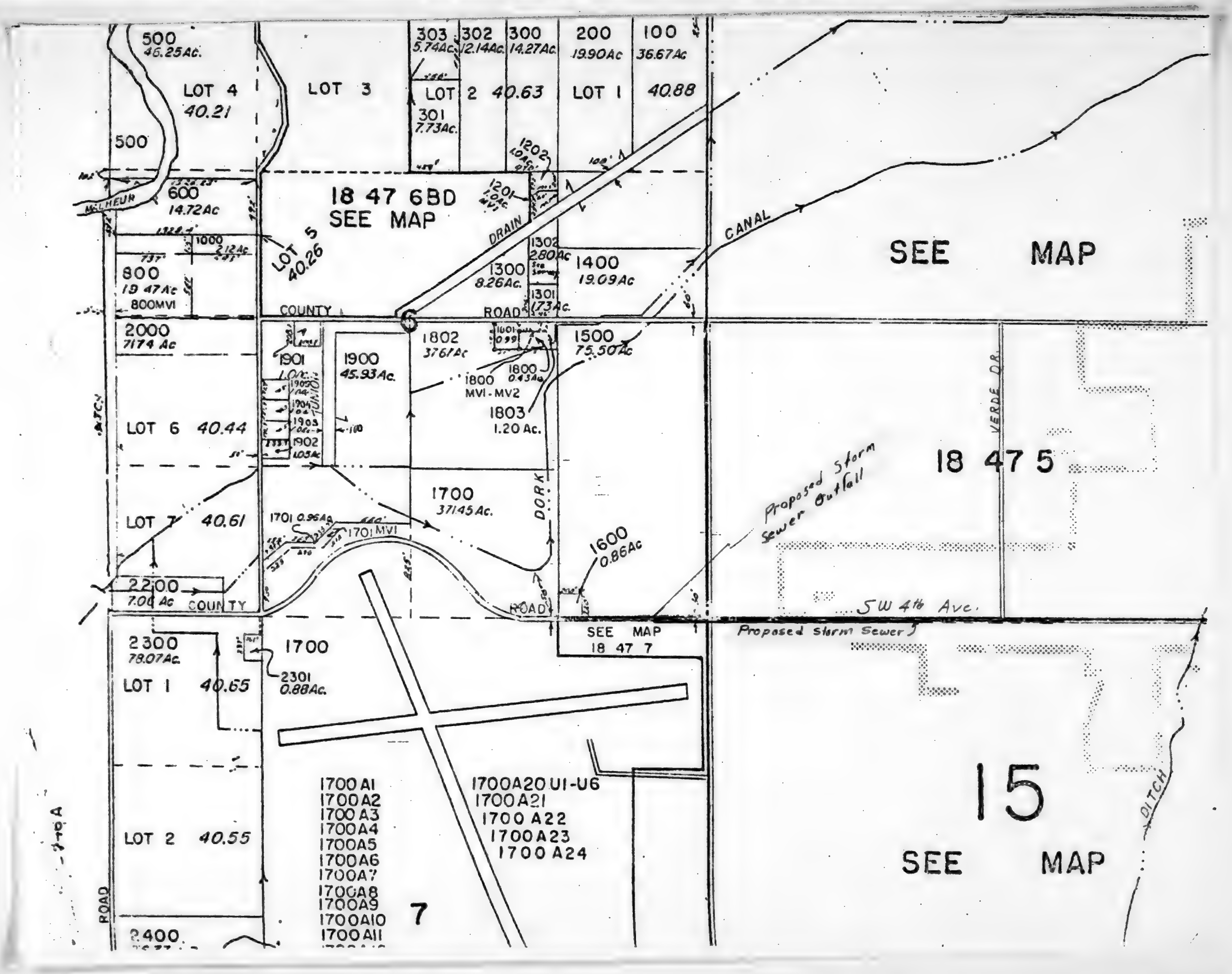
In our telephone conversation a few days ago you indicated that certain O.R.S.'s made provisions for the States to use their roads. Roger Lang and I both feel the O.R.S. covering County Road does not quite fit the situation.

Please review this correspondence and see if you don't think we should at least have a letter-type agreement with the County. It would keep the County informed as to what we planned to do and possibly build up our P.R. with them.

HG/crp
attachments

3-2-82
We have an agreement for this project.
MCH

[illegible] BRANCH
STE ☐
☐ [✓ PRE ☐]



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LOT 3
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302
12.14Ac.
300
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200
19.90Ac
100
36.67Ac
LOT 2 40.63
LOT 1
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1202
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MV1
600
14.72Ac
McHEUR
18 47 6BD
SEE MAP
DRAIN
CANAL
SEE MAP
1000
2.12Ac
LOT 5
40.26
1302
2.80Ac
1300
8.26Ac.
1400
19.09Ac
800
19.47Ac
800MVI
COUNTY
ROAD
1301
1.73Ac.
2000
71.74Ac
1802
37.61Ac
1101
0.99
1500
75.50Ac
1901
1900
45.93Ac.
1800
0.43Ac
1800
MVI-MV2
1803
1.20 Ac.
1905
1904
1903
1902
1.05Ac
LOT 6 40.44
VERDE DR.
18 47 5
Proposed Storm Sewer Outfall
1700
37.145Ac.
DORK
LOT 7 40.61
1701 0.96Ac
1701 MVI
1600
0.86Ac
2200
7.00Ac
COUNTY
ROAD
SW 4th Ave.
Proposed storm Sewer
SEE MAP
18 47 7
2300
78.07Ac.
1700
2301
0.88Ac.
LOT 1 40.65
1700A1
1700A2
1700A3
1700A4
1700A5
1700A6
1700A7
1700A8
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1700A10
1700A11
1700A20 U1-U6
1700A21
1700 A22
1700 A23
1700 A24
LOT 2 40.55
7
15
SEE MAP
DITCH
ROAD
2400

BU

123-1933

STATE OF OREGON
Ontario, Oregon

INTEROFFICE MEMO

TO: W. E. Schwartz
Region Engineer

DATE: April 20, 1981

FROM: P. F. Burnett
Resident Engineer

☒ RE ☒ RCE ☒ RME ☒ ROE
☐ RFA APR 22 1981 ☐
RECEIVED
REGION 5 OFFICE

SUBJECT: Park Blvd. - Airport Way
S.W. 4th Ave. (Ontario)
Malheur County

Enclosed please find copies of letters from the City of Ontario, Malheur County and Rural Road District No. 3 .

These letters give approval from these agencies for construction of a storm sewer outfall for subject project westerly along Airport Way (approximately ½ mile west of Airport Corner). This is for alternate #2 of storm sewer proposals.

Would like to call your attention to letter from the City of Ontario, paragraph three in particular, where they state the cities proposal to share in additional costs for this outfall along Dorian Drive.

4-27-81
Discussed w/ Frank - He will write letter to City outlining our position on this - Also Ed & Frank have to get agreement w/ Dork Ditch people -

RL

cy Gerlach

CITY OF Ontario... THE CAPITAL OF EASTERN OREGON

444 S.W. 4TH ST.
ONTARIO, OREGON
97914

April 9, 1981

P. F. Burnett
Resident Engineer
Department of Transportation
State Highway Division
802 E. Idaho
Ontario, Oregon 97914

Re: Park Boulevard-Airport Way Widening Project, Storm Sewer Outfall

Dear Frank:

The City of Ontario has no objection to your use of the City owned property adjacent to Airport Road for the purpose of constructing a storm sewer outfall line.

We would strongly urge you to give the Dorian Drive route serious consideration as much greater benefit will be realized in the future. This route more closely fits our overall storm sewer plan than the Airport Road route.

We realize that you are trying to stretch the funding dollars for the S. W. 4th Avenue project as far as possible and are therefore exploring routes for the proposed outfall line which are more cost effective from your point of view. The City is willing to discuss a cost sharing proposal for the additional costs involved in constructing the outfall line along Dorian Drive. At a point in time when you have a good cost analysis of the project we would like to explore this possibility more thoroughly.

Very truly yours,

Doug Tietze
Director of Public Works

DT:rmg

[illegible]

P. F. BURNETT

Rural Road Assessment District No. 3

386½ S.W. Third, P.O. Box 36
ONTARIO, OREGON 97914

Jeffery Wise
SUPERVISOR

SHOP ADDRESS:
RT. 2, BOX 1310
ONTARIO, OREGON
PHONE 889-5017

Peter I. Nichol
SECRETARY

April 1, 1981

P. F. Burnett
Resident Engineer
Oregon State Highway Division
802 East Idaho Avenue
Ontario, OR 97914

Re: Park Blvd. - Airport Way
Malheur County
Storm Sewer Outfall

Dear Mr. Burnett:

Rural Road Assessment District No. 3 has no objection to giving approval for the proposed improvement of the storm drain system requiring an outfall westerly along Airport Way (from Airport Corner) approximately ½ mile to property owned by the City of Ontario, running partly along Malheur County right of way.

However, approval is to be contingent on the condition that the existing right of way is to be returned to its original condition prior to construction.

If there are any questions, please call me at the shop at 889-5017 or leave a message at the office at 889-3119.

Sincerely yours,

Jeff A. Wise

Jeffery A. Wise
Supervisor

JAW/aeu

cc: W.E. Schwartz, Reg. Engr.

cy Gerlach

NOTED
M. J. GARDNER

P. F. BURNETT

123-1933

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

☐ RE ☐ RCE ☐ RME ☐ ROE
IN REPLY REFER TO
FILE NO.
☐ RFA APR 1 1981 ☐
RECEIVED
REGION 5 OFFICE

Ontario, Oregon
March 30, 1981

~~Malheur County Court~~
~~Courthouse - 251 B Street West~~
~~Vale, Oregon 97814~~

Re: Park Blvd.-Airport Way
Malheur County
Storm Sewer Outfall

Att: Honorable E. M. Seuell, County Judge

Earlier this month a request was sent to your office asking permission to construct a storm sewer outfall along Dorian Drive for proposed improvement along SW 4th Avenue that we are presently up dating.

Since this earlier correspondence we have developed an alternate storm drain system that would require construction of an outfall westerly along Airport Way (from Airport corner) approximatel ½ mile to property owned by the City of Ontario.

Part of this proposed construction would be on property owned by City of Ontario and part along Malheur County right of way.

Again we need alletter from your office stating that you have no objection to this proposal so design can be completed on this proposed improvement.

Have enclosed a copy of tax lot map showing proposed location of storm sewer outfall.

Sincerely

P. F. Burt

P. F. Burnett
Resident Engineer

cc: W. E. Schwartz, Reg. Engr. ✓
cy Gerlach ✓

Form 734-3123

The County of Malheur

Office of the County Court
COURTHOUSE

[503] 473-3123

P.O. BOX 130
VALE, OREGON 97918

March 20, 1981

Re: Park Blvd.- Airport Way
Malheur County
Prefix 123-1933

P. F. Burnett
Resident Engineer
Oregon State Highway Division
802 East Idaho Avenue
Ontario, Oregon 97914

Dear Mr. Burnett;

Malheur County has no objection to locating a storm sewer drain along Dorian Drive. Our only concern is the Ontario Road District position. They seem to have no objection so it is fine with us.

Sincerely,

MALHEUR COUNTY COURT

E. M. Seuell

E. M. Seuell
Malheur County Judge

EMS:lp

Rural Road Assessment District No. 3

386½ S.W. Third, P.O. Box [illegible]
ONTARIO, OREGON 97914

Jeffery Wise
SUPERVISOR

SHOP ADDRESS:
RT. 2 BOX 1310
ONTARIO, OREGON
PHONE 889-5017

Peter I. Nichol
SECRETARY

March 11, 1981

C

P. F. Burnett, Resident Engineer
Oregon State Highway Divison
802 East Idaho Avenue
Ontario, OR 97914

Dear Mr. Burnett:

Rural Road Assessment District No. 3 has no objection to the proposal to construct a storm and sewer system along Dorian Drive. However, there is to be the stipulation that any alteration during construction of oiled surfaces or surrounding right-of-ways, such as borrow ditches, shoulders and slopes and their widths be completely restored to all pre-existing conditions.

If there are any further questions about this matter, please feel free to contact me at the shop 503-889-5017, or call the business office at 503-889-3119.

Sincerely yours,

RURAL ROAD ASSESSMENT DISTRICT NO.3

Jeff A. Wise

Jeff A. Wise
Supervisor

JAW/aeu

cc: W.E. Schwartz
Regional Engineer

The Hon. E.M. Seuell
Malheur County Courthouse

CITY OF Ontario ..... THE CAPITAL OF EASTERN OREGON

444 S.W. 4TH ST.
ONTARIO, OREGON
97914

March 9, 1981

P. F. Burnett
Resident Engineer
Oregon Department of
Transportation
State Highway Division
802 E. Idaho
Ontario, Oregon 97914

Dear Frank:

After having reviewed the tentative plan with you as regards storm drainage for the S. W. 4th Avenue project in Ontario, we feel the Dorian Drive route is an acceptable one.

Although we do not have jurisdiction over all of Dorian Drive, we have no objection to the construction of the storm sewer within the right-of-way of the sections under City jurisdiction.

Very truly yours,

Doug Tietze
Director of Public Works

DT:rmg

NOTE
[illegible] GARDNER

NOTED
P. F. BURNETT

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

Ontario, Oregon
March 5, 1981

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ REA MAR 09 1981 ☐
RECEIVED
REGION 5 OFFICE

IN REPLY REFER TO
FILE NO.:

Re: Park Blvd.-Airport Way
Malheur County
Prefix 123-1933

City ~~Of Ontario~~

Att: ~~Doug Tietze~~, Director of Public Works

Dear Doug,

As per our discussion earlier this week, we feel the best location for storm sewer outfall on proposed improvement on S.W. 4 th Ave. will be along Dorian Drive.

Part of this street is within the city limits of Ontario, so the State Highway Division will need approval from the city of Ontario to construct this storm sewer along Dorian Drive.

At this time a letter from your office stating that you have no objection to this proposal, should be all we need to proceed with design of this improvement.

Would appreciate an early response to this.

Sincerely,

P.F. Burnett,
Resident Engineer

cc: W.E. SCHWARTZ, Regional Engr. ✓

Gerlach

Form 734-3123

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

Ontario, Oregon
March 5, 1981

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA MAR 09 1981 ☐
IF IN REPLY REFER TO
FILE NO. RECEIVED
REGION 5 OFFICE

Re: Park Blvd.-Airport Way
Malheur County
Prefix 123-1933

~~Jeff Wise, Supervisor~~
~~Rural Road District #3~~
~~P.O. Box 36~~
~~Ontario, Oregon 97914~~

Dear Sir,

This office has been upgrading the location and design for proposed improvement on S.W. 4th Avenue. We feel that the best location for outfall of storm sewer system will be along Dorian Drive.

Part of this street is within the city limits of Ontario so the State Highway Division will need approval from the Rural Road District and Malheur County to construct the storm sewer along Dorian Drive.

At this time a letter from your office stating that you have no objection to this proposal should be all we need to proceed with design of this improvement.

Would appreciate an early response to this.

Sincerely,

P.F. Burnett
Resident Engineer

cc: W.E. Schwartz
Regional Engineer

The Hon. E.M. Seuell
Malheur County Court

cy Gerlach

Form 734-3123

9618 Sec. 455

STATE OF OREGON

INTEROFFICE MEMO

TO: Lyle Watson
Acting Final Design Engineer

DATE: December 11, 1981

FROM: P. F. Burnett
Project Manager

SUBJECT: SW Park Blvd.-Airport Way
Olds Ferry-Ontario Hwy.
Malheur County

1 Versteeg
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
DEC 14 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Would like to reply to your letter of 11-27-81 in regard to information required to complete final plans on subject section.

Item 1: After our telephone discussion Tuesday 12-8-81 regarding this matter I checked with Region office and found that the agreements relative to storm sewer had not been sent on from Region. These were being held for completion of agreement with Malheur Ditch Co. to deposit water from storm sewer system into their drainage canal. For the record and your information copies of these agreements enclosed. Incidently, I have been advised that there is a statute that covers use of R/W on City streets and County roads and these agreements are not needed to utilize City and County R/W for our construction.

Item 2: Location of irrigation facilities requested shown on cross sections taken for storm sewer outfall and were previously submitted. All facilities are outside area of proposed construction.

Item 3: Ties to existing luminaire poles submitted earlier through Harlin Gerlach, Region Utilities.

Item 4: Ties to section corners relative to Wada property have been submitted and this item has been clarified with H. Wakerlig's office.

cc: W. E. Schwartz
Harlin Gerlach

cc Wakerlig

REFERRED TO
Beard Stauffenmeyer
Cole 3
Erikson 2 Watson
Hager Dorn 1 Leu
Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

Lyle - No agreements enclosed
Need to check w/ Burnett

9618

Sec. 455

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: MEMO TO THE FILES

DATE: November 27, 1981

FROM: Lyle K. Watson
Lyle K. Watson
Acting Final Design Engineer

SUBJECT: S. W. Park Blvd.-Airport Way (Cairo)
Olds Ferry-Ontario Highway
Malheur County

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
NOV 30 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

The following information is required to complete final plans on this section:

1. An agreement as to location of the outfall of the storm sewer with the City of Ontario, Malheur County and the Rural Road Assessment District No. 3.

2. Location of irrigation facilities along Airport Road and properties requiring service.

3. Requirements for illumination and pole location requiring easements.

4. Field tie from westerly line of the Wada property to the section corner has been requested by H. Wakerlig, November 16, 1981.

LKW:ja

cc J. H. Versteeg
J. B. Boyd
W. E. Schwartz
W. H. Wakerlig
P. F. Burnett
Jack Cartwright
Harlan Gerlach
Norm Cuno

November 16, 1981

PLA 6

Mr. Roy Payne
City Manager
City of Ontario
444 S. W. 4th Street
Ontario, Oregon 97914

Dear Mr. Payne:

You recently wrote to Lila Cully of the Economic Development Commission regarding the State Highway Division's Six-Year Highway Improvement Program. The Transportation Commission will consider your request for a project in Ontario along with the many other requests received at a series of public meetings held in all parts of the state.

The Commission has scheduled a work session on the Six-Year Program for November 18, 1981. Final adoption of a program will probably not occur until the January 1982 meeting.

Sincerely,

F. B. Klaboe
Director

cc Anthony Yturri

bc H. S. Coulter
D. H. Moehring
W. E. Schwartz

DHM:pf fn

11-5-81
9:00 a.m.

NOTED
H. S. COULTER

Scott:

Tony Yturri phoned regarding a copy of a letter dated November 3 he received directed to the Research Manager of Economic Development Commission with regard to the 4th Avenue Project in Ontario. The letter solicits the aid of Economic Development Commission to put pressure on us for advancing construction date of the 4th Avenue project in Ontario.

Tony said he was mad about the letter, and would like to reply indicating that he was angry; however, he will acknowledge it only and send a copy to FBK and you to handle.

Isabel

cc F. B. Klaboe

CITY OF Ontario ..... THE CAPITAL OF EASTERN OREGON

444 S.W. 4TH ST.
ONTARIO, OREGON
97914

November 3, 1981

Lila Cully
Research Manager
Economic Development Commission
155 Cottage N. E.
Salem, Oregon 97310

Re: Highway 201 - Critical Economic Development Priority Need, City of Ontario

The City of Ontario respectfully requests the Economic Development Commission consider the economic impact that the deletion of Highway 201 from Dorian Drive to Airport Way from the Six Year Highway Improvement Program will have on the City of Ontario and that the Economic Development Commission petition the Transportation Commission for reinstatement of the project on our behalf. The City of Ontario is aware of a similar action the EDC agreed to on behalf of the Coos Bay, Highway 42 project and feels that similar justification exists for reinstatement of our project.

The Economic Development Commission may not be aware that for a number of years Coos Bay and Ontario have been designated as eligible for Economic Growth Center (EGC) funds for highway improvement projects. These two cities are the only cities in Oregon eligible for these funds. All of the EGC monies expended to date by the Highway Division have been in the Coos Bay area and Ontario has patiently been awaiting our turn. Now as a result of the action about to be taken by the Transportation Commission, Ontario's Highway 201 project which has been under consideration for over 10 years has been deleted from the Six Year Plan. The City feels the Economic Development Commission should carefully consider this prior investment of Highway funding when weighing the priorities of reinstatement of Coos Bay projects versus Ontario's long-standing needs.

State Highway 201 is the primary arterial through the heart of our City's commercial district and is the major truck link to Highway 20 and Central Oregon. Our continued economic well-being and ability to grow are directly tied to this street improvement project.

The City of Ontario has become the shopping and trade center for the entire Eastern Oregon-Western Idaho area, serving an existing population of 50 to 60 thousand people. After many years as a small sleepy town, it has grown to become an important, regional economic growth center, experiencing a 28% growth rate between 1960 and 1970, and a 35% growth between 1970 and 1980. At the present rate of growth, Ontario could very easily double its population by the year 2000, becoming a city of over 16,000 people serving a regional trade area of approximately 80,000 people.

Ontario also acts as a regional shipping and trucking center. As the "Agricultural Center" of Eastern Oregon, the City of Ontario has experienced tremendous growth with respect to food processing, food storage and warehousing, sales and service of agricultural equipment and implements, and shipping of raw and finished agricultural products to wholesale and retail markets throughout the United States.

Ontario's importance as a regional center is underscored by the fact that farm population has been steadily declining due to mechanization and increased size of farms. Ontario businesses and industries have assimilated many former farm employees and workers into permanent employment, not only in the food processing and other agriculturally related activities, but into new industries, such as mobile home construction, laminated beams manufacturing, and other light industry.

In order to maintain our economic growth and a healthy economy in the region, the City of Ontario recently applied for and received approval for a grant to develop a planned industrial park on that portion of the airport property which fronts Highway 201. The grant application was prepared assuming that Highway 201 would be improved along the frontage of this property as a part of the S. W. 4th Avenue project as had been shown. The approval of the grant by the EDA was predicated in part on this fact also. The decision by the Highway Division to now eliminate this portion of the S. W. 4th Avenue project will most certainly jeopardize the industrial park project as well as our grant eligibility. The net effect of this loss will be to seriously impair the City's ability to attract additional light industry to our area and to provide employement opportunities which will ultimately affect the area's economic stability. There will be a loss of future reveneues and serious delay in recapturing the cost of $250,000 in improvements that have already been installed by the City in anticipation of this project.

In summary, the City of Ontario considers the reinstatement of the section of Highway 201 from Dorian Drive to Airport Way to be critical to our continued economic development and the number one priority need for the Ontario area. It should also be noted that Malheur County Judge Ernie Seuell considers this project to be of top priority in the county.

Because of the serious economic impact deletion of this project will have on our area the Economic Development Commission should lend their support to our project to maintain and improve the existing economic base of our regional area and to achieve balanced economic and community development throughout the state of Oregon.

Sincerely,

Roy Payne

Roy Payne,
City Manager

RP:rmg

cc: Anthony Yturri, Chairman
Oregon State Transportation Commission

Highway deletion causes shock, anger

Local officials plan campaign for improvements

By GEORGE WINSHIP
Daily Argus Observer

ONTARIO — Reactions of shock, surprise and anger to the state Highway Division's prelimary proposal to delete portions of planned improvements along S.W. Fourth Avenue have been quick in surfacing.

Members of the Ontario Chamber of Commerce have formed a committee to argue for reinstatement of the highway project when the Department of Transportation holds a public hearing Oct. 26 on the plan.

The city made a flurry of telephone calls to elected representatives and highway division offices throughout the state, but little additional information other than what was contained in a news story Monday could be determined, according to city manager Roy Payne.

"We still have not received formal notification on the change," Payne said this morning. "I think it is bad public relations in the part of the Highway Division to make these kinds of significant changes in the plan without contacting the city and county agencies involved," he said.

According to state highway engineer H. Scott Coulter, who was contacted by telephone today, the La Grande division office was charged with the duty to meet with various city and county representatives to explain the proposals.

"I don't know if they have tried to do so or not," Coulter said.

Payne said when he called La Grande he was told the city of Ontario was not on the state's mailing list because the state had never been informed the city was an interested party to the Highway Division's actions.

"I find that hard to believe," Payne said. "We have been involved in hearings on this and related matters all along."

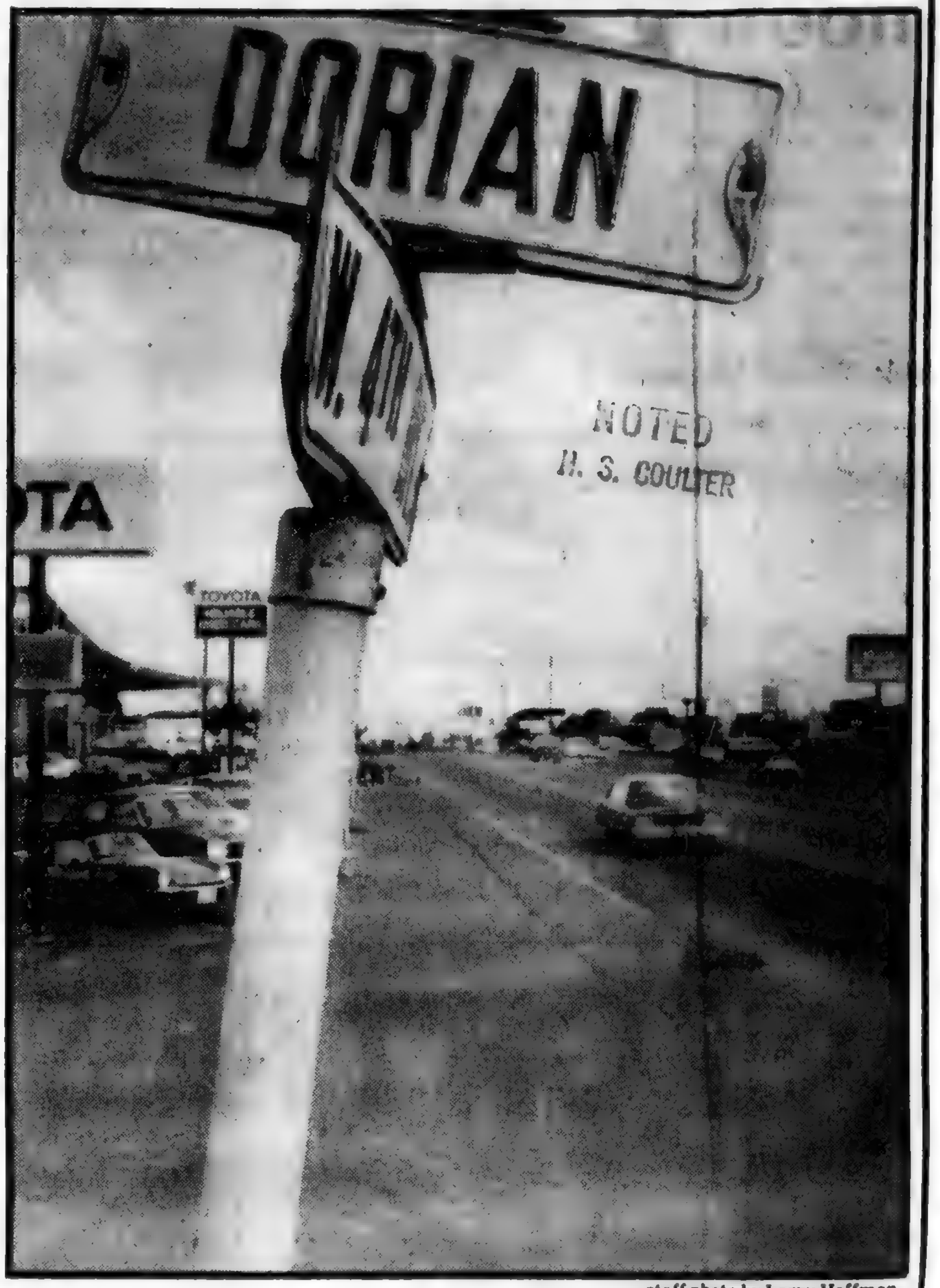
Two years ago the city was involved in a similar hearing on the widening, paving and improving of S.W. Fourth Avenue and it was decided the project should be done in one piece instead of two parts as had been proposed earlier, Payne said.

But now the west portion of the project, between Dorian Drive and Airport Way, has been pulled out of the project and deleted; at least for the next six years.

Coulter explained why.

"We thought it was better to show the portion as deleted because we didn't want to set a date and get people's hopes up and then postpone the

(See HIGHWAY, page 2)



NOTED
H. S. COULTER

staff photo by Larry Hoffman

HIGHWAY IMPROVEMENTS along S.W. 4th Avenue west of Dorian Drive may be delayed indefinitely if the State Highway Division's proposal to do so is adopted.

Highway

(Continued from page 1)

thing again because of funding difficulties further down the road."

Coulter said the Highway Division was faced with some tough decisions and had to delete $85 million worth of projects from the current schedule because of funding difficulties.

An introduction to the booklet of proposed and deleted projects explained why the cuts had to be made.

"There are three prominent reasons for this dramatic change: inflation, declining revenues and deteriorating highways," the booklet stated.

"The OPEC (Oil Producing Economic Cartel, a group of oil producing nations) oil embargo of 1973 sent shock waves through every highway and transportation department in the country, and the im-

Division's revenues, which are based on a seven-cents-per-gallon gasoline sales tax, to fall off sharply, he explained.

"While inflation has been double-digit for nearly a decade, highway user fee revenue has grown by only about three percent a year. During this entire period of inflation the state gas tax of seven cents has remained unchanged at its 1967 level," the booklet continued.

Highway System — noted that about 3,500 miles of the system's pavement were in a moderate or extreme condition of deterioration," he continued.

In addition, 460 bridges need replacement or major repairs and many traffic control devices are in need of repair, Coulter added.

HRH

(Continued from page 1)

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST. ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
DP-21-5(9)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10176

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
8/26/81	Primary 21	Primary 7

10. GENERAL LOCATION:
SW Park Blvd. - Airport Way (Ontario) Section

11. GENERAL DESCRIPTION OF WORK
Right of WAy

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ XXX ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 8/21/81 I approve the relocation plan dated July 7, 1981.

Also, as requested, you are now authorized to proceed with all phases of right of way acquisition as shown on R/W map 10C-51-17 at a TEC of $1,244,000 Federal Funds $1,079,323.

Federal participation is limited to that right of way actually incorporated in the final location of the subject porject.

(This is a 20% limitation project)

RECEIVED
STATE HWY ENGR
SEP 1'81
REFER TO [illegible]
FOR
Info Inves R/D D/R Sign File

orig. (1)
9-1-81

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
8/26/81	D. K. [illegible]	for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

August 21, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project No. DP-21-5(9)
S.W. Park Blvd.-Airport Way (Ontario) Section
Right of Way
Malheur County

Enclosed is a copy of the relocation plan for the subject project.

I request the following:

1) Approval of the relocation plan.
2) Authorization to proceed with the actual acquisition of right of way all phases including relocation assistance at an estimated total cost of $1,224,000 with an obligation of $1,079,323 in federal funds. The right of way to be acquired is as outlined in red on the right of way map 10C-51-17 which was forwarded under our letter of July 30, 1981.

Within a reasonable period of time prior to displacement a comparable replacement dwelling will be available or provided for the displaced family who are initial occupants or adequate replacement dwellings will be available or provided for displaced individuals or families who are subsequent occupants for each displaced person on this project. This assurance is based on the enclosed relocation plan. Relocation assistance will be provided from the Region 4 Right of Way Office in Bend.

Form 734-3122

Our State relocation program is realistic and is adequate to provide orderly, timely and efficient relocation of displaced persons as provided in FHPM 7-5-1.

CL:bkc
Enc.

cc: J. Boyd
F. Lowe
General Files ✓

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

July 30, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 10176
Project No. DP-21-5(9)
S.W. Park Blvd.-Airport Way (Ontario) Section
Malheur County

Enclosed is data consisting of PR-1 forms, sketch maps and right of way map 10C-51-17 for the subject project.

We will request authorization to proceed with the actual acquisition of right of way under separate action upon receipt and approval of the required relocation plan.

This project is expected to be funded from the 20% of the FY '81 limitation withheld from distribution until after August 1.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bkc
Enc.

cc: J.B. Boyd
F. Lowe
J. Dixon
General Files

Form 734-3122

9611

455

ROAD DESIGN SECTION

W. E. Schwartz
Region Engineer

July 21, 1981

Lyle K. Watson
Lyle K. Watson
Acting Final Design Engineer

S.W. Park Blvd.-Airport Way (Ontario) Section
Olds Ferry-Ontario Highway
Malheur County

To obtain the necessary easements for the storm sewer outfall, the Right-of-Way Description Unit needs the following data:

1. Traverse along proposed sewer outfall from Olds Ferry-Ontario Highway to Dork Ditch.
2. Coordinate ties from the traverse to the section corner of Sections 5, 6, 7 and 8.
3. Cross-sections along the traverse from Airport Way to Dork Ditch.
4. An assessor map and copies of the deeds involved.

We will need letters of approval for construction of the sewer outfall from the City of Ontario, Malheur County, and the Rural Road Assessment District. Will approval also be required from an irrigation district?

cc P. F. Burnett
N. J. Cuno
W. H. Wakerlig

NJC:ja

9617

ROAD DESIGN SECTION 378-6558

J. B. Boyd, Manager
Right of Way Section

June 19, 1981

J. H. Versteeg
Road Design Engineer

Files 52005 through 52035 and
52048 through 52103
S.W. Park Blvd.-Airport Way (Ontario) Section
[redacted]
Malheur County

Attached are descriptions, an authorization and prints for 87 files (plus 92 parcels) for the subject project, scheduled for fiscal fourth quarter of 1982.

By:

W. H. Wakerlig
R/W Descriptions Engineer

WHW:rlr
Attachments

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-4-8

FEDERAL AID PROJECT NO. DP-28(7)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. RF-505 & 506

COUNTY NAME Malheur

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 15 '80
REFER TO
FOR
Info | Inves | R/D | D/H | Sign | Act | File

12-15

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 12/4/80

FEDERAL ROUTE NUMBER Primary 5

STATE ROUTE NUMBER Secondary 455

GENERAL LOCATION:

Ontario - Cairo Junction Section

GENERAL DESCRIPTION OF WORK:

Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)* Program change
See below

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 11/21/80 I approve the revised Preliminary Engineering Costs to a TEC of $176,900 Federal Funds $138,237.

(Increase TEC $76,900 Federal Funds $60,097)

DATE 12/4/80

SIGNATURE OF APPROVING OFFICIAL G K Hessner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 5-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-631-455

[illegible]

455

ROAD DESIGN SECTION

DES 16-1

Robert O. Hector
Region 5 Construction Engineer

September 24, 1980

ORIGINAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

S.W. Park Blvd.-Airport Way
Olds Ferry-Ontario Highway
Malheur County

We have been instructed to develop contract plans on this project. The field data, being about 8 years old, is in many instances outdated. Would you furnish us with updated data on the following items:

1. Centerline profile.
2. Updated cross-sections in those areas where the ground line and culture has changed.
3. Profiles of intersecting streets.
4. Updated culture notes and ties showing buildings, irrigation facilities, parking lots, utilities, and any other thing that has a bearing on the design, construction and right-of-way acquisition for this project.
5. Any City standards with which we must comply (curb radii, curb type, etc.).
6. Any information for the design or relocation of traffic signals.
7. Your input and comments on any special or unique problems or situations on the project.

In addition to the above, please review the entire drainage and storm sewer situation for this project. We need a recommendation from you as to how to handle any drainage. The information we have is very sketchy and incomplete.

✓ Versteeg ✓
Anderson ✓
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 25 1980
ROAD DESIGN
SECTION

Do Not File
Return To
Bring
Action

We also need your recommendation as to a material source for the project, along with any necessary permits and development plans.

Jack Cartwright has been contacted in regard to obtaining any utility or irrigation information that might be necessary for the design, construction, and right-of-way acquisition for this project.

Under separate cover, we are transmitting to P. F. Burnett the following data:

1 book "L" Line Cross-section Notes

1 copy "L" Line Level Notes

1 copy Engineer Narrative

NM:ja

cc P. F. Burnett
Vernal Moore
Jack Cartwright
N. E. Mann

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. -F-DP-28(7)

STATE PROJECT NO. See Below

FROM:
G.L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

COUNTY NAME Malheur

ITEM NO. RF-505 & 506

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H.S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 15 '80
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

9.15 [illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	9/11/80	Primary 5
		STATE ROUTE NUMBER Secondary 455

GENERAL LOCATION:

Olds Ferry - Ontario Highway

GENERAL DESCRIPTION OF WORK:

PS&E Preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
TEC $7,000, F.F. $5,470
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of 8/8/80.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
9/11/80	G.K.	For Division Administrator

FORM PR-1240
(REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 5-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-855

9618

B

S.W. Park Boulevard-Airport Way (Ontario)
Olds Ferry-Ontario Highway (S.W. 4th Avenue)

City of Ontario
Malheur County, Oregon

Oregon Project F-21-5(-)

FINDING OF NO SIGNIFICANT IMPACT

U.S. Department of Transportation

Federal Highway Administration
and
Oregon Department of Transportation

Approved by:

8-12-80
DATE

E S Hunter
ASSISTANT STATE HIGHWAY ENGINEER

8-28-80
DATE

E J Valach
FEDERAL HIGHWAY ADMINISTRATION OFFICIAL

FEDERAL HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT

for

OREGON PROJECT F-21-5-(-)

S. W. Park Blvd. - Airport Way (Ontario)
Olds Ferry - Ontario Highway (S. W. 4th Ave)
Malheur County

This project has been thoroughly reviewed by the Federal Highway Administration and it has been determined, by the undersigned, that this project will have no significant effect on the human environment.

This finding is based on the attached environmental assessment which has been independently evaluated by the Federal Highway Administration and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project and provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The Federal Highway Administration takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

8-28-80
Date

Official
Federal Highway Administration

Program Development Engr.
Title

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THE PROJECT

Purpose and Description of the Project

The project is located in the southwest urban-rural fringe of Ontario on Highway 201, near the Oregon-Idaho border. Highway 201 provides the primary link between Ontario and Central Oregon via connections with Highway 20 through Burns and Highway 26 through John Day (Figure 1).

The purpose of the proposed project is to improve traffic flow and safety and increase traffic capacity on a 1.6 mile segment of Highway 201 (S.W. 4th Ave.) from S.W. Park Blvd. to Airport Way (Figure 2). This improvement is also intended to accommodate ongoing commercial development. The project involves widening the existing two-lane highway to four lanes with a continuous left-turn median. The growing number of on and off highway movements generated by the heavy concentration of adjacent commercial land uses, coupled with average daily traffic volumes in excess of 20,000, have created extreme traffic congestion in the project area. The mushrooming developmental growth and resulting traffic increases along S.W. 4th Ave. are tied to the 38 percent population growth rate experienced by Ontario from 1970 to 1979.

The proposed facility will consist of four 12-foot travel lanes, a 14-foot continuous left-turn lane, and a four foot shy distance to curbs. Two five-foot sidewalks are also included in the proposal. The construction of 10-foot shoulders in place of the four foot shy distance was also considered in order to provide for on-street parking. However, the expanded right-of-way would have required the acquisition of a significant number of businesses. Consequently, on-street parking is not being provided for in the proposed project. The City of Ontario, in its long-range planning for the project, has required "set-backs" and off-street parking provisions for adjacent developments since 1965. These provisions have reduced or eliminated the need for on-street parking.

Alternatives Considered in the Environmental Assessment

Two alternatives were considered for this section of S.W. 4th Ave. in Ontario: a no-build alternative and a build alternative.

1) No-Build Alternative. A no-build alternative would result in maintaining the highway in its present condition. Under this alternative, the extreme congestion currently affecting the area can be expected to increase as adjacent development continues. The current congestion level of S.W. 4th Ave. presents a significant and growing safety hazard.

2) Build Alternative. This alternative consists of widening the existing two-lane facility to provide for a four-lane highway with a continuous left-turn lane, curbs, gutters, sidewalks, utility easements and drainage facilities. This proposal would increase the capacity and level of service of the highway, and would provide for improved safety. Completion of the project will result in a continuous four-lane section on S.W. 4th Ave. from S.W. 1st Street to Airport Way on the periphery of Ontario, a distance of over two miles. The bulk of Ontario's substantial recent urban-related development has occurred along this section.

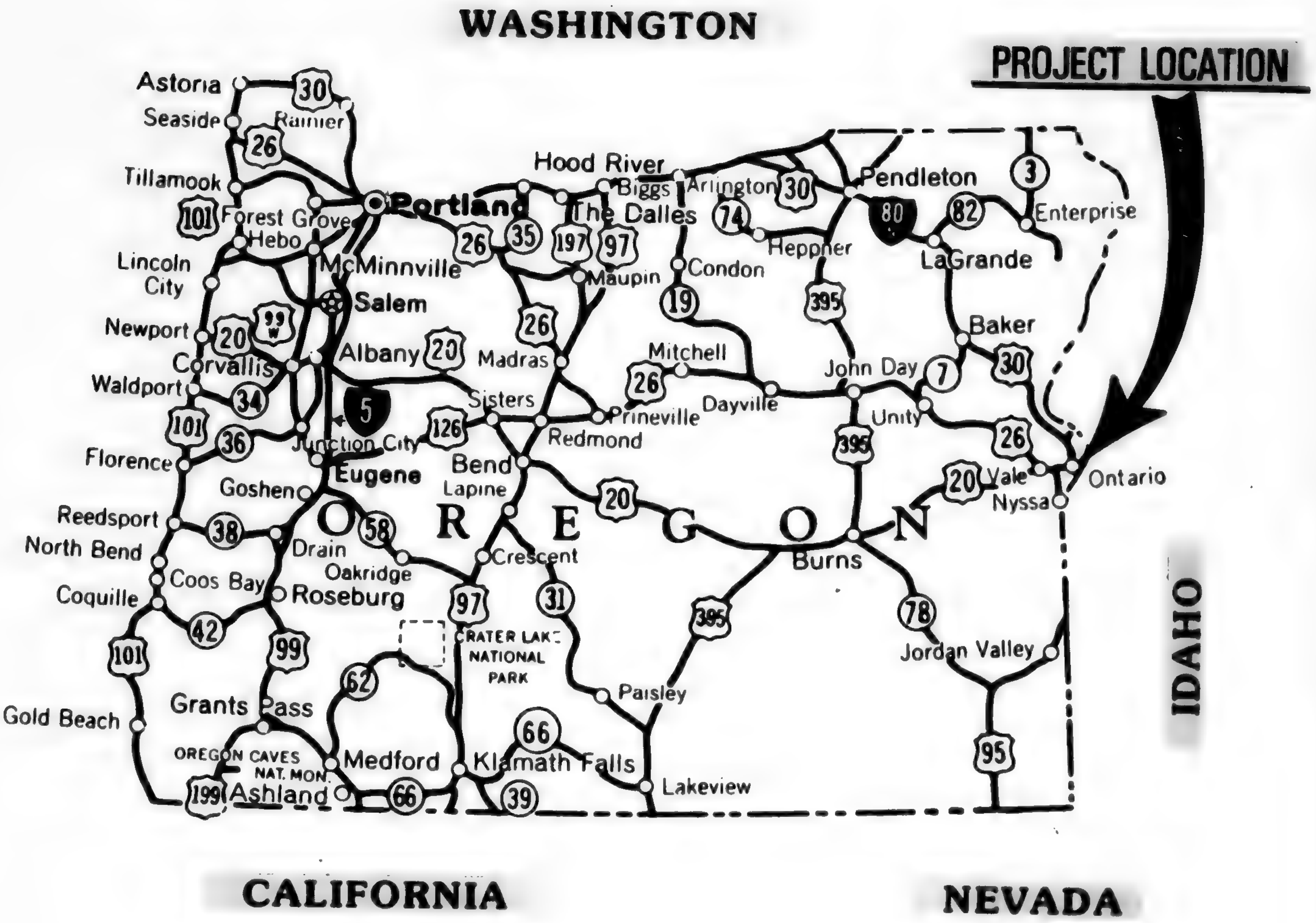

WASHINGTON
PROJECT LOCATION
CALIFORNIA
NEVADA
IDAHO
OREGON
Astoria
Seaside
Rainier
Tillamook
Forest Grove
Hebo
Portland
Hood River
Biggs
Arlington
The Dalles
Pendleton
Enterprise
LaGrande
Heppner
Condon
Maupin
McMinnville
Salem
Lincoln City
Newport
Corvallis
Waldport
Albany
Madras
Sisters
Prineville
Redmond
Mitchell
Dayville
John Day
Unity
Baker
Ontario
Vale
Nyssa
Florence
Junction City
Eugene
Goshen
Bend
Lapine
Reedsport
North Bend
Coos Bay
Coquille
Drain
Oakridge
Roseburg
Crescent
Burns
Crater Lake National Park
Paisley
Jordan Valley
Gold Beach
Grants Pass
Oregon Caves Nat. Mon.
Medford
Ashland
Klamath Falls
Lakeview
30
26
101
99W
20
34
36
5
126
38
58
42
99
97
62
199
66
39
31
395
78
95
35
197
74
80
82
3
19
7

FIGURE 1
PROJECT LOCATION IN OREGON

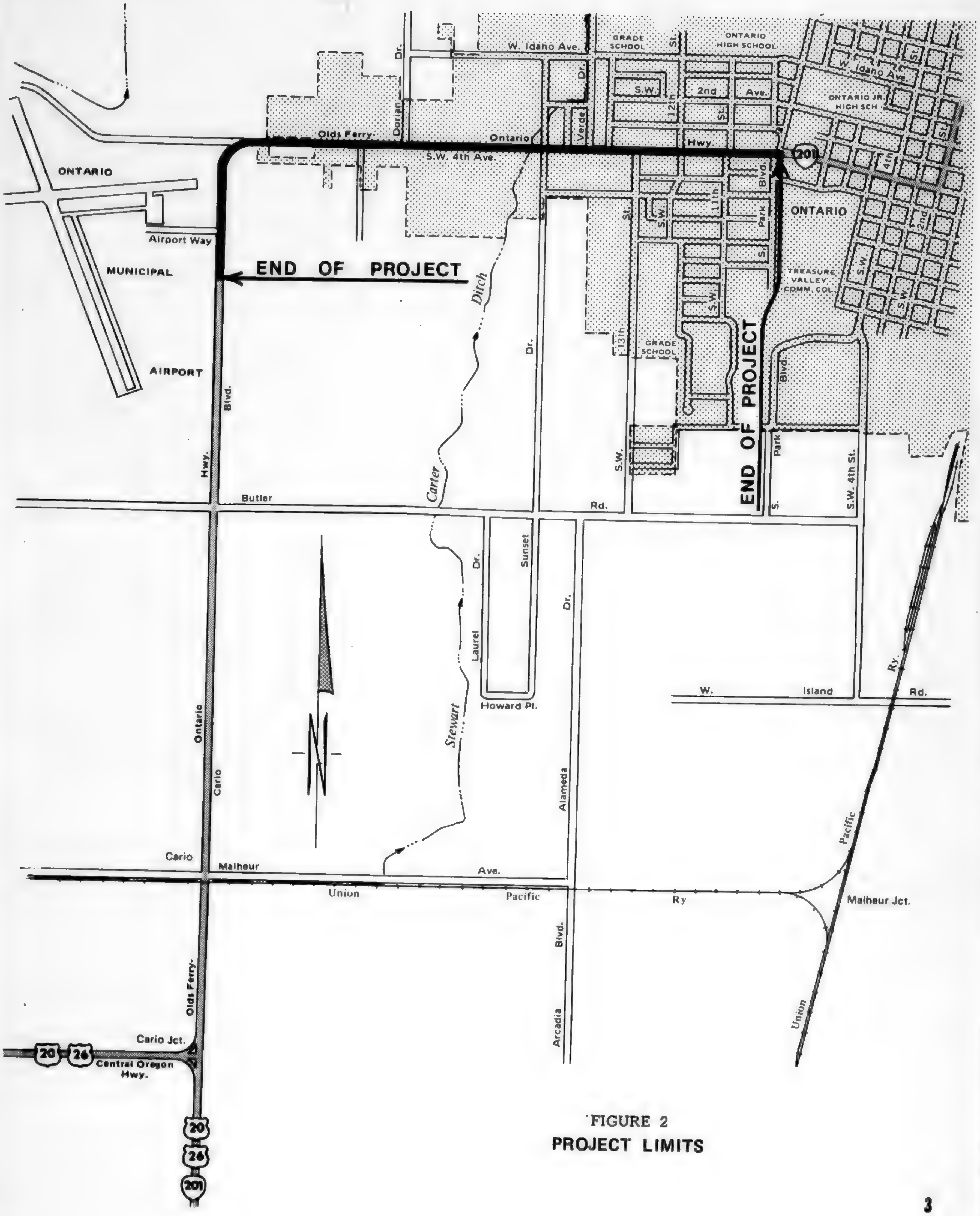

W. Idaho Ave.
GRADE SCHOOL
ONTARIO HIGH SCHOOL
W. Idaho Ave.
ONTARIO JR. HIGH SCH
S.W. 2nd Ave.
12th St.
St.
St.
Dr.
Verde Dr.
Dorian Dr.
Olds Ferry-Ontario Hwy.
S.W. 4th Ave.
201
4th
2nd
ONTARIO
ONTARIO
MUNICIPAL
AIRPORT
Airport Way
END OF PROJECT
END OF PROJECT
Carter Ditch
11th St.
S.W.
S.W.
S.W.
S.W.
S.W.
S. Park Blvd.
TREASURE VALLEY COMM. COL.
13th St.
GRADE SCHOOL
S.W.
Blvd.
S. Park
S.W. 4th St.
Ontario Cario Hwy. Blvd.
Butler Rd.
Sunset Dr.
Laurel Dr.
Howard Pl.
Stewart
Alameda Dr.
Arcadia Blvd.
W. Island Rd.
Union Pacific Ry.
N
Cario
Malheur Ave.
Union Pacific Ry
Malheur Jct.
Olds Ferry-
Cario Jct.
20
26
Central Oregon Hwy.
20
26
201

FIGURE 2
PROJECT LIMITS

The Selected Alternative

The build alternative has been selected for advancement. Reasons in support of its selection include the following:

1) The existing high congestion levels of S.W. 4th Ave. support a build alternative.

2) Local government has campaigned for the project for nearly two decades.

3) The build alternative has strong public support as shown by citizen participation in the Six Year Highway Improvement Program public meetings and at the public hearing. Local citizens have also been very vocal over the years concerning traffic congestion and safety hazards on S.W. 4th Ave.

4) Recent major increases in commercial development in Ontario have centered in the S.W. 4th Ave. area. Such growth is expected to continue in the future.

5) Given these conditions, the build alternative would increase the capacity level of service of the highway, and would provide for improved safety.

History of the Project

Southwest 4th Ave. has historically developed as a major commercial arterial in Ontario. The S.W. 1st Street to S.W. Park Blvd. section was improved to four lanes in the late 1940's. Continued growth since that date has created a congested situation on the remaining unimproved sections of S.W. 4th Ave. The congestion has become especially critical since the construction of a large enclosed shopping center in 1971.

Two abbreviated projects on S.W. 4th Ave. appeared on the February 1978 Final Six Year Highway Program. The first project was from S.W. Park Blvd. to Dorian Drive and was scheduled for 1981 construction. The second project was from Dorian Drive to Airport Way was proposed for construction in 1984 (Figure 3). The September 1979 Preliminary Six Year Highway Program has rescheduled both of these projects for construction in 1982. For this reason, the two proposals are treated as one project.

Traffic and Accident Data

Traffic Data. Current and projected traffic data for the project are presented in Table 1. The traffic characteristics were measured along three sections of the proposed project, reflecting the no-build and build alternatives:

1) S.W. Park Blvd. to Alameda Dr. This section of S.W. 4th Ave. is the most congested, with the current average daily traffic volumes of 20,900 vehicles (Figure 4). By the year 2000 these volumes are projected to increase to 24,600 with the no-build alternative, but would increase to 28,500 in a build situation (Table 1). The area's current congestion is causing many people to seek alternative routes (traffic that would use S.W. 4th Ave. in the event of a highway improvement). Average speeds generally show decreases as traffic volumes increase from the year 1980 to 2000, but show an average increase of 10 miles per hour when comparing the no-build alternative to the build alternative (Table 1). The current levels of service and those projected for the year 2000 for the no-build alternative are levels "E" and "F", respectively (Table 2). In a build situation, the current "C" level of service would deteriorate only slightly by the year 2000 to a "C-D" level.

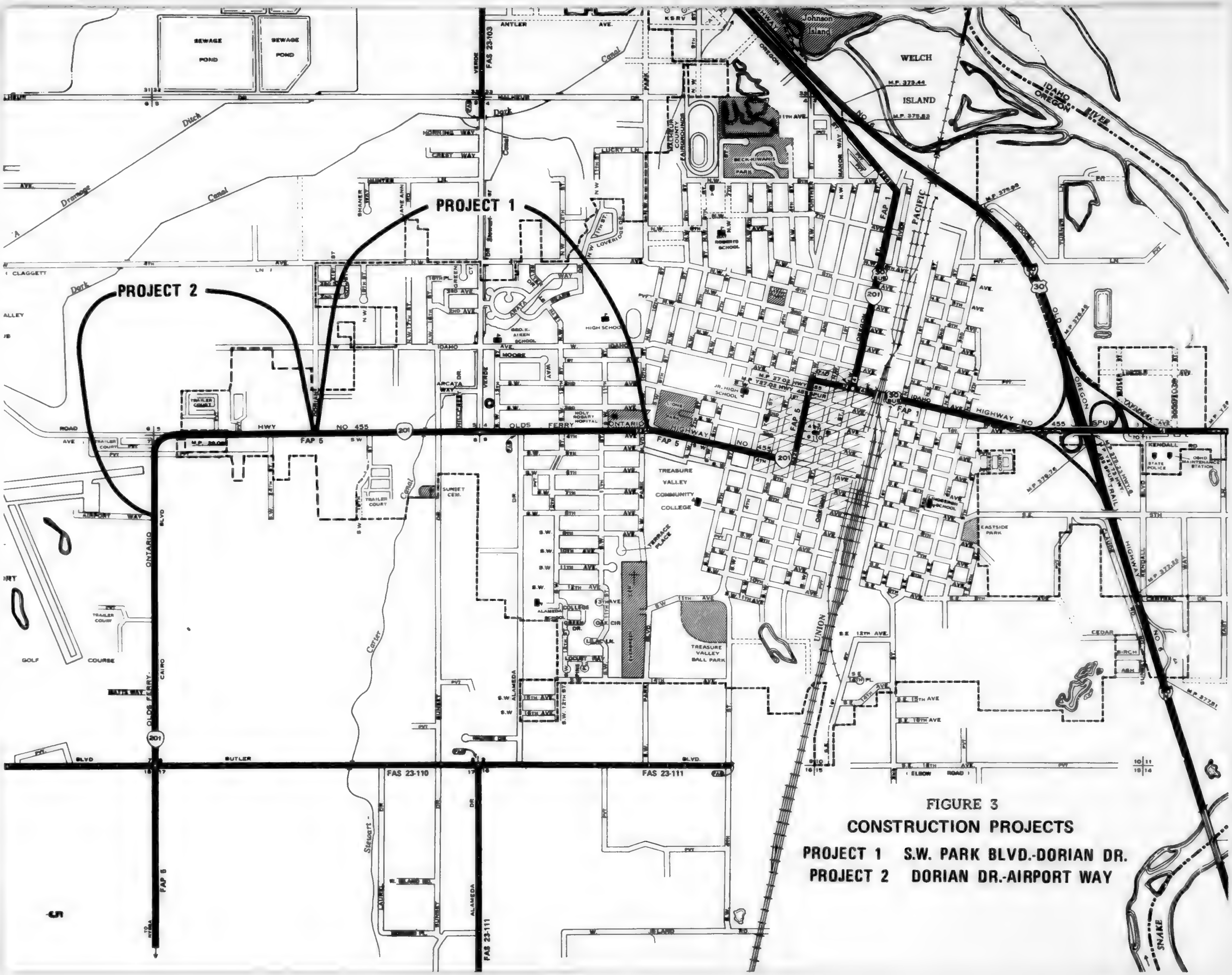

PROJECT 1
PROJECT 2
SEWAGE POND
SEWAGE POND
FAS 23-103
FAS 23-110
FAS 23-111
FAP 5
FAP 1
201
30
NO 455
HIGHWAY
OLDS FERRY
ONTARIO
BUTLER
BLVD
CAIRO
ALAMEDA
AIRPORT WAY
GOLF COURSE
TRAILER COURT
SUNSET CEM.
HIGH SCHOOL
GEO. E. AIKEN SCHOOL
HOLY ROSARY HOSPITAL
JR. HIGH SCHOOL
TREASURE VALLEY COMMUNITY COLLEGE
TREASURE VALLEY BALL PARK
TERRACE PLACE
EASTSIDE PARK
MALHEUR COUNTY FAIRGROUNDS
BECK-KIWANIS PARK
ROBERTS SCHOOL
WELCH ISLAND
Johnson Island
IDAHO
OREGON
RIVER
SNAKE
PACIFIC
UNION
OREGON TRAIL
STATE POLICE
ODHD MAINTENANCE STATION
Dork Canal
Carter Canal
Ditch
Drainage Canal
Stewart

FIGURE 3

CONSTRUCTION PROJECTS

PROJECT 1 S.W. PARK BLVD.-DORIAN DR.

PROJECT 2 DORIAN DR.-AIRPORT WAY

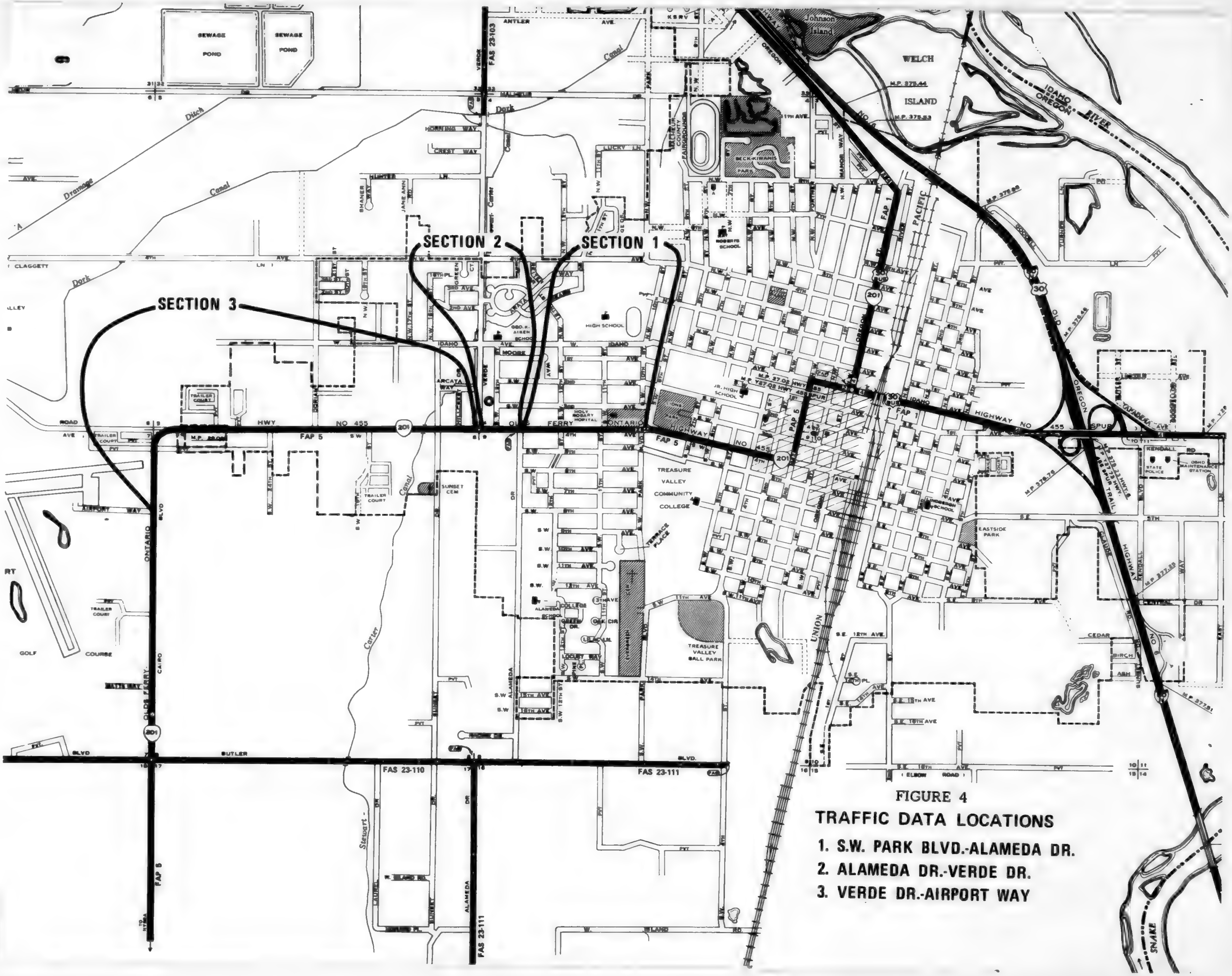

SECTION 1
SECTION 2
SECTION 3
HIGHWAY NO 455
FAP 5
FAP 1
FAS 23-103
FAS 23-110
FAS 23-111
FAP 8
201
30
SEWAGE POND
SEWAGE POND
WELCH ISLAND
Johnson Island
IDAHO
OREGON
RIVER
SNAKE
PACIFIC
UNION
HIGH SCHOOL
JR. HIGH SCHOOL
ROBERTS SCHOOL
TREASURE VALLEY COMMUNITY COLLEGE
TREASURE VALLEY BALL PARK
EASTSIDE PARK
HOLY ROSARY HOSPITAL
SUNSET CEM
MALHEUR COUNTY FAIRGROUNDS
BECK-KIWANIS PARK
TERRACE PLACE
STATE POLICE
OSHD MAINTENANCE STATION
TRAILER COURT
GOLF COURSE
ALAMEDA SCHOOL
GEO. R. AIKEN SCHOOL
ANTLER AVE
VERDE
IDAHO
MOORE
ARCATA WAY
CLAGGETT
JANE ANN RD
SHANER
HUNTER LN
CREST WAY
LUCKY LN
MANOR WAY
OREGON
AIRPORT WAY
ONTARIO BLVD
OLDS FERRY
CAIRO
BUTLER BLVD
ALAMEDA DR
SUNSET
LAUREL
ELBOW ROAD
KENDALL RD
CEDAR
BIRCH
ASH
Dork Canal
Drainage Ditch
Carter Canal
Stewart -
OLD OREGON TRAIL
SPUR
TO NYSSA

FIGURE 4
TRAFFIC DATA LOCATIONS

1. S.W. PARK BLVD.-ALAMEDA DR.
2. ALAMEDA DR.-VERDE DR.
3. VERDE DR.-AIRPORT WAY

TABLE 1
TRAFFIC DATA

SECTION	Average Daily Traffic						Peak Hour Traffic (4-5 p.m.)						Average Hour of Peak 8 Hrs.						Distance of Section (miles)
	Traffic Volumes		Percent Trucks		Average Speed (MPH)		Auto		Truck		Average Speed (MPH)		Total Volume		Trucks		Average Speed (MPH)		
	1930	2000	1980	2000	1980	2000	1980	2000	1980	2000	1980	2000	1980	2000	1980	2000	1980	2000	
S.W. Park Blvd.-Alameda Dr.																			
No Build	20900	24600	3.2	3.1	20	20	1620	1910	50	60	15	12	1560	1830	46	50	15	12	0.38
Build	22400	28500	3.1	3.0	30	25	1850	2330	52	70	27	22	1680	2140	49	60	28	24	0.38
Alameda Dr.-Verde Dr.																			
No Build	15800	20200	3.6	3.3	20	20	1220	1550	45	59	17	15	1150	1470	40	45	17	15	0.13
Build	17200	23000	3.4	3.2	30	27	1420	1900	47	68	27	25	1290	1730	44	55	29	26	0.13
Verde Dr.-Airport Way																			
No Build	11700	17200	4.1	3.5	26	22	900	1330	38	51	23	20	850	1250	37	42	25	20	0.92
Build	13200	18300	3.8	3.4	45	40	1150	1690	42	60	40	38	990	1370	40	52	43	39	0.92

TABLE 2
SERVICE LEVEL

PROJECT SECTION	No-Build Alternative Present	 2000	Build Alternative Present	 2000
S. W. Park Blvd.-Alameda Dr.	E	F	C	C - D
Alameda Dr.-Verde Dr.	D	D - E	C	C
Verde Dr.-Airport Way	C	D	B	B - C

Level of Service [1/]

"A"	Free flow (relatively, some stops will occur). Average travel speed above 30 MPH.
"B"	Stable flow (slight delays). Average travel speed 25 - 30 MPH.
"C"	Stable flow (acceptable delays). Average travel speed 20 - 25 MPH.
"D"	Approaching unstable flow (delays tolerable). Average speed 15 - 20 MPH.
"E"	Unstable flow (congestion, short periods of stoppages). Average travel speed approximately 15 MPH.
"F"	Forced flow (jammed, stop-and-go). Average travel speed less than 15 MPH.

[1/] Level of Service on Arterials Street as defined by the 1965 Highway Capacity Manual.

2) Alameda Drive to Verde Drive. Presently, traffic volumes between Alameda and Verde Drive average 15,800 vehicles per day (Figure 4). In a no-build situation, this is expected to increase to 20,200 by the year 2000 compared to 23,000 with the build alternative (Table 1). Again, average speeds show substantial increases from the no-build to build alternatives. Levels of service along this section are currently at a "D" level, but will drop to a "D-E" level by the year 2000 if the highway is not improved. However, with the proposed improvement, the level of service in the year 2000 would be a level "C", (Table 2).

3) Verde Drive to Airport Way. This section of the project is the least congested with average daily traffic presently at 11,700 (Figure 4). By the year 2000, traffic volumes are projected to reach 17,200 vehicles with the no-build alternative and 18,300 with the build alternative. Because of lesser traffic volumes, average speeds are greater along this section, and the increases in average speed from the no-build to build alternative are even greater than along the other two project sections (Table 1). Levels of service are also improved because of the lesser traffic volumes. The current level of service is a level "C", with a decrease in service to a level "D" by the year 2000. With a highway improvement, however, the level of service would be "B-C" in the year 2000 (Table 2).

Traffic Accidents. The accident history for the three year period from 1976 to 1979 shows an average accident rate of 10.6 accidents per million vehicle miles of travel (MVMT) for the S.W. Park Blvd. to Alameda Drive section. The statewide average for similar types of highway during the same period was 5.67 accidents per million vehicle miles. The accident rate for the Alameda Drive to Verde Drive is even higher, 15.1 accidents per million vehicle miles. However, the accident rate of Verde Drive to Airport Way during the same period was only 3.1 accidents per million vehicle miles, less than the state-wide average.

Over the three year period, 132 accidents have occurred on S.W. 4th Ave. in the project area. Nearly 63 percent of the accidents were of the rear-end type, and another 23 percent were turning accidents. The large numbers of off and on highway movements generated by the numerous adjacent businesses have contributed most to this high accident rate. One person has died and 106 have been injured during the three year period.

EXISTING ENVIRONMENTAL SETTING

Natural Environment

Geographic-topographic Setting. Situated on the Oregon-Idaho border 370 miles east of Portland and 60 miles west of Boise, Idaho, the Ontario area is located at the western edge of the Snake River Plain in the Owyhee Upland Physiographic Region. The confluence of the Malheur River with the Snake River a mile north of Ontario has produced a large area of level river valley plain, backed by valley terraces and benchlands. It is on this alluvial based plain that over 100,000 acres of irrigated crop lands have been developed in the Ontario area of Malheur County.

While much of the City of Ontario is located on the immediate river plain, western portions of the city (including the project area) are situated on an adjacent valley terrace about 30 feet above the river plain. Such terraces are composed of alluvial deposits of silt, sand and gravel formed by and topographically related to the Snake and Malheur Rivers. The elevation at the project site is 2,180 feet.

Geology. The landscape of northeastern Malheur County is a product of a number of geologic processes: volcanism, faulting, erosion and deposition. Geological formations, such as the recent alluvial sediments which constitute the present valley floor, and the older sediments which make up the surrounding terraces and benchlands, form the physical base on which the project site and adjacent developments have been superimposed.

The most prominent geologic formation underlying the Ontario area is the Pliocene Chalk Formation. This formation consists of fluvial and lacustrine deposits of tuffaceous sandstones, siltstones and conglomerates. The formation has a thickness of about 500 feet. Overlying the Chalk Butte Formation in the valley floors of the Snake and Malheur Rivers, is recent alluvium. For the most part, this material is fine grained and ashy. The depth of this alluvium varies from 30 to 100 feet. In addition to the above, some igneous intrusion has occurred in the area. Malheur Butte, located about five miles west of the project site, is an example of this material.

Soils. Area soils are generally light in color, light and silty in texture, some with hardpans, and some are characterized by alkaline deposits exposed at the surface. Such soils are easily moved by wind action when exposed. Soils at the project site on the terrace are of the Owyhee-Greenleaf Association, with Owyhee silt loam the major soil type in the Association. This particular soil has provided a good base for agricultural development in the project area. When irrigated, the agricultural capability of this soil has been described by the Soil Conservation Service (USDA) as Class 1 (Prime Agricultural Soils). Onion, sugar beets, and corn are still produced in the project area where not displaced by urban related developments.

Biotic Resources. Characterized by some of the warmest summer temperatures in Oregon, together with an annual precipitation of 8 to 10 inches, the Ontario area supports some of the most drought tolerant natural vegatation types in Oregon. These include sage varieties, as well as greasewood and salt tolerant grasses. Natural vegetation in the project area has been replaced by agricultural developments. However, agricultural activities as well as other types of introduced vegetation such as trees and shrubs associated with residential areas, have all been largely replaced by commercial related land uses. Wildlife in the project area has been greatly diminished, first by agricultural activities and then by urbanization. But rabbits, pheasant, and waterfowl can still be found in the area. Such encounters, however, would be extremely rare in the immediate area of the project site.

Human Environment

Economy. Ontario is the agricultural, industrial, commercial and service center of the immediate Snake and Malheur River Valley area. Since the completion of the Owyhee Irrigation Project in the late 1930's, Ontario has experienced the most significant growth of a number of nearby communities, because of its centralized location. Agriculture and related agricultural processing still provide the major support for the Ontario area economy. In 1979, agricultural gross cash receipts in Malheur County were estimated at more than $120 million, compared to $103 million in 1978, $80.9 million in 1977, and $85.4 million in 1976 and $81.3 million in 1975. Potatoes, wheat, onions, alfalfa seed and sugar beets are the leading income producing crops in Malheur County.

The decade of the 1970's has witnessed a period of substantial economic development in the Ontario area. In addition to agriculture and food processing, retail trade and service to Idaho-based residents have been major supports for area growth. The introduction of an Idaho Sales Tax in 1966 has provided a substantial competitive edge for Ontario businesses. The explosive commercial development along S.W. 4th Ave. in particular, is strongly related to this Idaho connection.

Population. The City of Ontario has experienced significant population growth in the 1970's, and is expected to grow even more rapidly in the future. Ontario's population grew from 6,523 in 1970 to 9,000 in 1979, a 38 percent increase. By the year 2000, the population is projected to reach 15,500, a 72 percent increase over the 1979 level. During the same period, the population growth for Malheur County is anticipated to be 28.6 percent. Consequently, with Ontario expanding much more rapidly than Malheur County as a whole, the percentage of the County's population residing in Ontario is expected to increase from 28.2 percent of the total in 1970 to 51.9 percent by the year 2000.

Land Use. Current land uses adjacent to S.W. 4th Ave. in the project area are primarily commercial in nature (Figure 5). Only nine or ten residences still remain and most of these have business associations. Commercial businesses along the 1.6 mile length of the proposed project now number more than 100 establishments, including 30 in the West Park Plaza Shopping Center (Table 3). More than 70 percent have located here since 1970, with nearly 20 businesses having originated since 1976. These were led by such firms as BiMart, Montgomery Wards, Kings Table, an IGA Supermarket and a small shopping mall. West Park Plaza, three major automobile agencies, several agricultural implement dealers and numerous fast-food restaurants lead the list of businesses constructed from 1970 to 1976. The largest single land use is the Ontario Airport, located near the termination of the proposed project.

Zoning along the proposed project route is shown in Figure 6. While a portion of the project is situated outside the City of Ontario, zoning is consistent with Ontario's in that the immediate adjacent area is zoned commercial. Surrounding areas are generally zoned low density residential within the city limits of Ontario, and for general agricultural outside the City. However, a new Draft Comprehensive Plan for Malheur County is due in mid-1980. Because a major recommended goal of the Draft Plan is "...that valuable agricultural land will be protected to the extent practical in new transportation construction projects," lands outside the proposed urban growth boundaries would be reserved for exclusive agricultural use. The proposed urban growth boundary for Ontario in the project area, would result in some land adjacent to Highway 201 which is currently zoned for commercial activities, being rezoned for exclusive agricultural uses.

A number of residential subdivisions have been constructed and several others are currently being developed in the project area. Such residential development is responsible for an important share of the growing traffic pressure on S.W. 4th Avenue.

The most important intersecting streets which provide access to these residential areas adjacent to S.W. 4th Ave. are S.W. Park Blvd., S.W. 11th St., Alameda Drive, Verde Drive, Sunset Drive and Dorian Drive. Only S.W. Park Blvd. and Verde Drive currently have access controlled by traffic signals. Numerous turns on and off these streets have contributed significantly to the traffic congestion along S.W. 4th Ave.

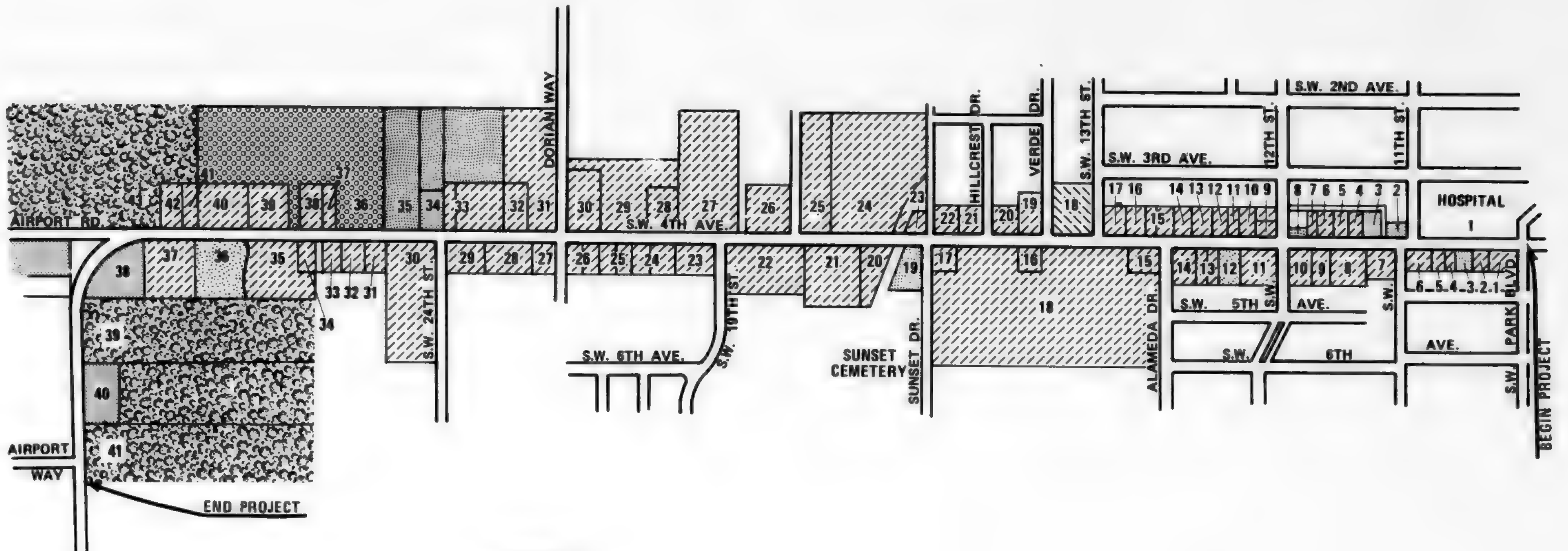

S.W. 2ND AVE.
S.W. 3RD AVE.
11TH ST.
12TH ST.
S.W. 13TH ST.
VERDE DR.
HILLCREST DR.
HOSPITAL
S.W. 4TH AVE.
AIRPORT RD.
DORIAN WAY
S.W. 5TH AVE.
S.W. 6TH AVE.
S.W. PARK BLVD.
BEGIN PROJECT
ALAMEDA DR.
SUNSET DR.
SUNSET CEMETERY
S.W. 19TH ST.
S.W. 6TH AVE.
S.W. 24TH ST.
AIRPORT WAY
END PROJECT

FIGURE 5
EXISTING LAND USE*

▨ COMMERCIAL

▨ OFFICE-PROFESSIONAL

▨ RESIDENTIAL

▨ MULTIPLE RESIDENTIAL

▨ VACANT

▨ AGRICULTURE

*FOR SPECIFIC PROPERTY IDENTIFICATION, SEE CORRESPONDING NUMBERING ON TABLE 3

TABLE 3

RIGHT-OF-WAY IMPACTS: AFFECTED PROPERTIES

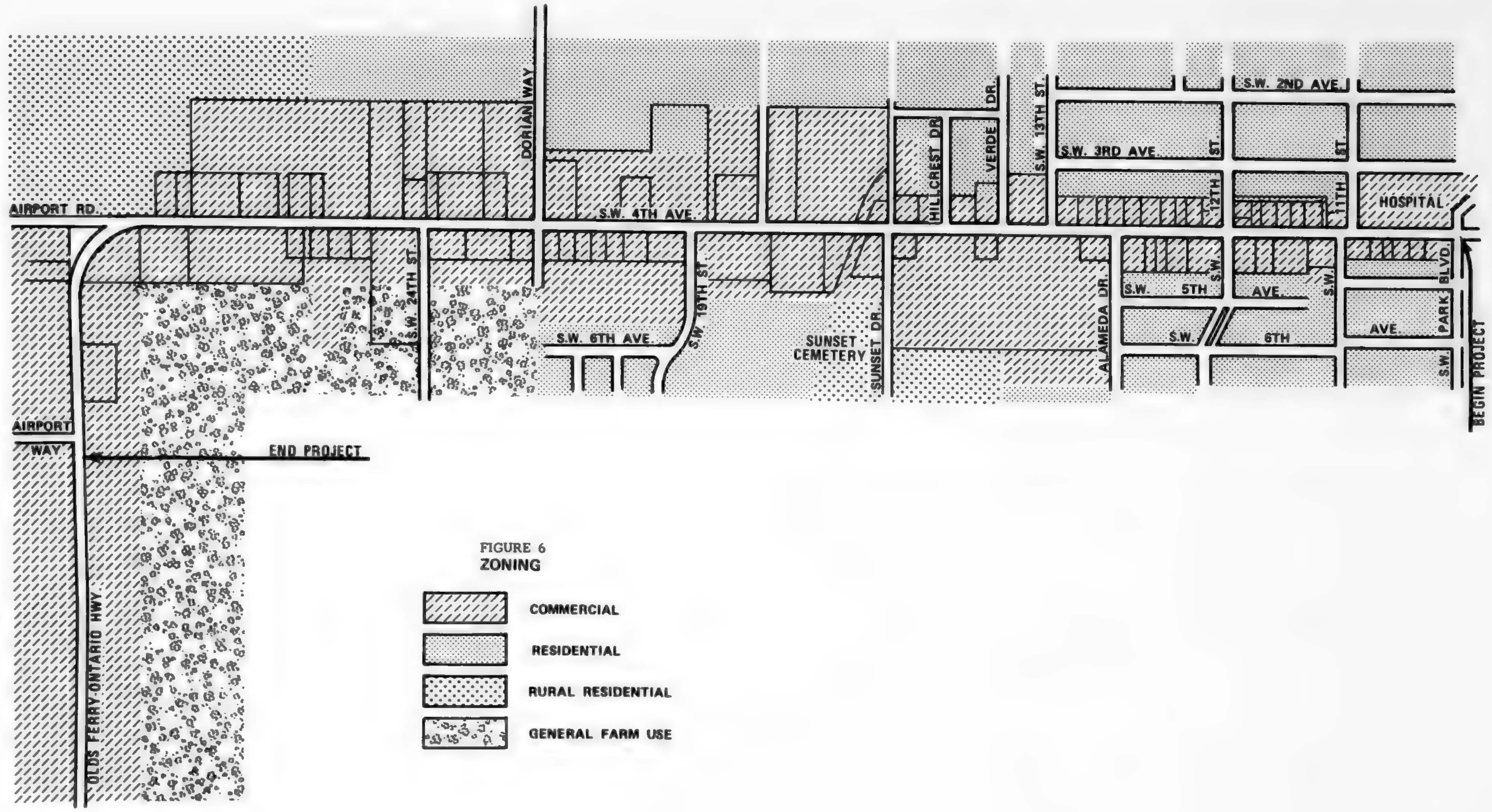
S.W. 4th Avenue South Side*

1. Toro: Bike and Saw Shop
2. Realty office
3. Oregon Legal Services
4. Fidelity Title Company
5. Fidelity Parking
6. Equitable Savings and Loan
7. Skippers Restaurant
8. Plaza Motel
9. Montgomery Wards
10. Red Steer Restaurant
11. Gas for Less Service Station
12. Vacant
13. Cleaners and health clinic
14. Frostop Drive-Inn
15. Plaza Texico Service
16. U.S. Drive-In Bank
17. Kentucky Fried Chicken
18. West Park Plaza Shopping Center
19. Doctor's office and home
20. Bob's Auto Electric
21. Chet's Body Shop and home
22. Gentry Ford Sales Inc.
23. D. & B. Supply Company
24. Quadraplex of stores and office
25. Stereo Sales and Service
26. Factory Sleep Center
27. Mini Storage and vacant lot
28. Evelyn's Fabric and Bridal
29. Blue Flame Tavern
30. Ontario Trailer Sales
31. Apache, Yamaha, Kawasaki
32. Ultimate Sports
33. Sports Outlet
34. Farm Bureau
35. Rainbow Canned Foods Warehouse
36. Vacant
37. Canyon Villiage Shopping Mall
38. Residence
39. Agriculture
40. Three residences
41. Agriculture

S.W. 4th Avenue North Side*

1. Holy Rosary Hospital
2. Residence
3. Accountant office
4. Vacant
5. Army and Navy Recruiting Office
6. Village Realty
7. Liquor store
8. Chiropractor office
9. Wilson Paint Supply
10. Triplex of offices and stores
11. Robo Car Wash
12. Grizzly Bear Pizza
13. Circle K Food Store
14. Taco Time Restaurant
15. Pizza Hut
16. Andersons Cafe
17. Villa Park Market
18. Bye Lanes Bowling Alley
19. OK Tire Store
20. Red Steer Drive Inn
21. 4th Avenue Glad Rags
22. Arts Service Inc.
23. Honda Sports Center
24. Massey-Ferguson Inc.
25. New Holland
26. Max Jones Motor's
27. Big O Tires
28. Lindsay Soft Water
29. Hoff Building Center
30. West Park Toyota
31. Bi Mart and IGA
32. Kings Table Restaurant
33. Closed nursery
34. Residence
35. Office complex
36. Trailer court
37. Insurance office and home
38. Rose Dale Mortuary
39. Maverick Gas Sales
40. Music studio
41. Bakery Thrift Shop
42. Used car lot and home
43. Agriculture
44. Two residences
45. Well drilling company
46. Ontario Airport

* For specific locations see corresponding numbering on Figure 5.



BEGIN PROJECT
HOSPITAL
S.W. 2ND AVE.
S.W. 3RD AVE.
11TH ST.
12TH ST.
S.W. 13TH ST.
VERDE DR.
HILLCREST DR.
S.W. PARK BLVD.
S.W. 5TH AVE.
S.W. 6TH AVE.
ALAMEDA DR.
SUNSET DR.
SUNSET CEMETERY
S.W. 19TH ST.
S.W. 4TH AVE.
S.W. 6TH AVE.
DORIAN WAY
S.W. 24TH ST.
AIRPORT RD.
AIRPORT WAY
END PROJECT
OLDS FERRY-ONTARIO HWY.
COMMERCIAL
RESIDENTIAL
RURAL RESIDENTIAL
GENERAL FARM USE

FIGURE 6
ZONING

ENVIROMENTAL IMPACTS AND MITIGATION

Physical-Geological Impacts. Relatively little excavation will be required in the completion of the proposed project. Some excavation will be required along a two block section from S.W. Park Blvd. to S.W. 11th St., where S.W. 4th Ave. makes the ascent from the river plain to the top of the terrace. The existing highway cut has left some adjacent banks which will require widening. The remaining alignment is situated on level topography and will require little excavation or the use of fill material.

The project will have no adverse impacts on the quality of soils as the area has already been disturbed by urban related land uses and activities. However, the light and silty texture of the soils makes them susceptible to wind and water erosion when exposed by construction activities.

Mitigation of Physical-Geological Impacts. Good construction practices will be followed when excavating. A number of actions will be taken to minimize the movement of soils during and after construction. These include:

1) Temporary measures such as small checkdams or cribs to be employed if water erosion threatens.

2) Bank slopes will be minimized and will be planted or otherwise covered to prevent erosion of exposed soils.

3) Dust control measures will be used to restrict wind erosion of exposed soils.

4) Work on the project will employ the use of stage construction; widening on one side of the existing roadway and establishing a travelable surface condition before widening the opposite side. Not only will this procedure minimize erosion and dust problems, but will help to maintain accessibility to adjacent businesses. Access areas are constructed one-half at a time, to insure continuous access to the adjacent properties.

Drainage Impacts. Drainage along the existing roadway has become an increasing problem as continued development has altered existing drainage patterns. The existing gradient will not permit drainage of highway runoff without the construction of drainage ditches which would in turn conflict with irrigation systems of adjacent cultivated lands and residences. A high local water problem from irrigation also accentuates the drainage problem.

Mitigation of Drainage Impacts. The installation of a storm sewer will be required to drain runoff contained by the curb section as well as local urban related drainage. The Ontario storm sewer system presently exists in the S.W. Park Blvd. to Alameda Drive portion of the project. The City of Ontario has completed a study to extend the storm sewer system to the area of the airport. The construction of this system is planned in conjunction with the proposed project if possible.

Biotic Impacts. Because of agricultural and urban-related land uses which have preceeded the proposed project, only limited amounts of introduced varieties of ornamental shrubs and trees still exist. Only a few shrubs will be actually affected by the project. These include a few ornamental types of shrubs associated with landscaping activities by some businesses and residences.

The already urban nature of the area limits the potential for impacts on wildlife and wildlife habitat. Nearby agricultural lands may still support some pheasant population, but no adverse impacts are anticipated.

Air Quality Impacts. Highway projects funded by federal funds are required by the Federal Highway Administration to be consistent with State Implementation Plans (SIP) for air quality. To be consistent with Oregon SIP, the build alternative for the S.W. Park Blvd.-Airport Way must meet the following criteria:

1) The project must not exacerbate any existing violations of air quality standards.

2) The project must not contribute to a violation of air quality standards for a pollutant for which no concentration in violation of standards have been measured.

3) The project must not delay the attainment of air quality standards.

4) The project must not interfere with the maintenance of air quality once the standards are attained.

5) The project must include all appropriate portions of State plans to implement air quality standards, including transportation control measures to reduce vehicle miles traveled. Other transportation control measures (such as mandatory inspection and maintenance of vehicles) to reduce pollutant emissions should be reflected in the estimation of emissions as part of the air quality analysis.

As part of Oregon's efforts in implementing air quality standards (in response to the Clean Air Act of 1970), Oregon has designated five Federal Air Quality Control Regions (AQCR). Ontario is located in the eastern AQCR. However, while the Oregon Department of Environmental Quality (DEQ) does not monitor air pollutants in Ontario, it does monitor Total Suspended Particulate (TSP) concentrations in Baker. Because of similar size and topographical-climatic situations, Baker was used to approximate Ontario's air quality characteristics for TSP.

State and national ambient quality standards for all pollutants are shown in Table 4. In Baker, the annual TSP was exceeded in 1978 when the annual geometric mean concentration was 61.8 ug/m^3 (DEQ 1979). Because of the semiarid nature of the Ontario area and surrounding agricultural activities, a large share of the TSP burden in Ontario is due to windblown dust. Such particulates are generally not considered as hazardous to humans as industrial or other man-made particulates. Violation of the standards by other pollutants such as carbon monoxide, ozone, hydrocarbons, nitrogen oxides, and lead particulate is not expected due to the topography, meterology and relatively sparce population of the area.

In order to determine the effect of the project on emissions, computer programs EMCAL 8 and TOTLEM 8 were used to predict pollutant emission rates, critical year and total pollutant quantities. Based on a build and no-build comparison, the year of maximum air quality impact after the completion of the project (the critical year) is 1984--the projected year of completion for the project. Actual quantities of pollutants (in tons per year) predicted for the project are found in Table 5. From this analysis, the build alternative shows more significant reductions in carbon monoxide and hydrocarbons through the year 2000 than does the no-build alternative. These emissions are highest in 1980 with decreasing amounts for subsequent years. Such reductions are possible because of the beneficial impact of the Federal Motor Vehicle Emission Control Program on decreasing automobile emissions in the future.

Table 4. National Ambient Air Quality Standards (NAAQS) and State of Oregon Air Quality Standards.*

Pollutant	Averaging Time	Federal Standards Primary (Health)	Federal Standards Secondary (Welfare)	State of Oregon Standards
Suspended Particulate Matter (TSP)	Annual Geometric Mean	75 ug/m^3	60 ug/m^3	60 ug/m^3
	24 Hours[a]	260 ug/m^3	150 ug/m^3	150 ug/m^3
	Monthly[b]	----	----	100 ug/m^3
Carbon Monoxide (CO)	8 Hour[a]	10 mg/m^3	10 mg/m^3	10 mg/m^3
	1 Hour[a]	40 mg/m^3	40 mg/m^3	40 mg/m^3
Sulfur Dioxide (SO_2)	Annual Arithmetic Average	80 ug/m^3	None	60 ug/m^3
	24 Hour[a]	365 ug/m^3	None	260 ug/m^3
	3 Hour	None	1300 ug/m^3	1300 ug/m^3
Ozone (O_3)	1 Hour[c]	235 ug/m^3	235 ug/m^3	235 ug/m^3
Nitrogen Dioxide (NO_2)	Annual Arithmetic	100 ug/m^3	100 ug/m^3	100 ug/m^3
Lead (Pb)	Monthly	----	----	3 ug/m^3
	Quarterly	1.5 ug/m^3	----	1.5 ug/m^3

NOTES: [a] Not to be exceeded more than once per year.
[b] 24 hour average not more than 15% of the time.
ug/m^3 = micrograms per cubic meter
mg/m^3 = milligrams per cubic meter
[c] Not to be exceeded on more than one day per year.

*A guideline standard exists for non-methane hydrocarbons; it is 160 ug/m^3 averaged over 3 hours for the 6 AM to 9 AM period. This standard was established because of the link to O_3. Considering the new techniques for determining O_3 levels it is probably obsolete.

Table 5
N.W. Park Blvd. to Airport Way
Olds Ferry - Ontario Highway

Total Emissions Summary
All Facilities

Project Alternatives	Study Year	Carbon Monoxide Tons/Yr	Carbon Monoxide Percent	(*)	Hydrocarbons Tons/Yr	Hydrocarbons Percent	(*)	Nitrogen Oxides Tons/Yr	Nitrogen Oxides Percent	(*)
No Build	1980	596.13	100.0	114.3	62.32	100.0	122.8	32.54	100.0	105.6
	1984	521.61	87.5	100.0	50.74	81.4	100.0	30.81	94.7	100.0
	2000	399.54	67.0	76.6	36.23	58.1	71.4	33.75	103.7	109.5
Build	1980	596.13	100.0	114.3	62.32	100.0	122.8	32.54	100.0	105.6
	1984	381.77	64.0	73.2	39.64	63.9	78.5	35.42	108.8	115.0
	2000	301.14	50.5	57.7	27.61	44.3	54.4	42.10	129.4	136.6

Percent shows each pollutant relative to the following:
Alternative and Year No Build 1980

(*)Percentages given are relative to the No Build Alternative for the year, 1984.

Both the build and no-build alternative would increase nitrogen oxide (NO) emission through the year 2000 (Table 5). However, it appears unlikely that the standard will be threatened in Ontario. Since ozone is a byproduct of hydrocarbons emissions, the expected decrease in hydrocarbon emission would produce a corresponding decrease in ozone concentrations. Emissions of lead are also anticipated to decrease as a result of the usage of low leaded and unleaded fuels.

Mitigation of Air Quality Impacts. The proposed project will not adversely impact air quality through the year 2000, except possibly during the construction period. Since the Ontario area may exceed federal TSP standards, care will be taken to minimize construction related dust. This can be accomplished by spraying water or other dust reducing agents over the construction site. While nitrogen oxides, carbon monoxide, hydrocarbons and sulfur dioxide pollutants may increase during the construction phase because of equipment emissions, they will rapidly dissipate. In conclusion, the project is consistent with both city and statewide planning goals, as well as the SIP in regard to air quality.

Noise Impacts. Noise impacts were calculated using the FHWA Traffic Noise Prediction Model. The model utilizes vehicular volumes, truck volumes, vehicular speeds and topography. Peak hour and peak truck hour traffic conditions were analyzed for 1980 and the year 2000. Specific traffic variables used in the analysis are included in Table 1. The data concerning the peak truck hour condition produces the highest noise level and is used as the worst case (Table 6). The analysis indicated that the predicted noise levels exceeded the L_{eq} 67 dBA federal design level but are below the L_{eq} 72 dBA design level (see categories B and C in Table 7).

Mitigation of Noise Impacts. Several means of mitigating traffic generated noises were investigated as to feasibility and effectiveness. These included:

1) Prohibition of truck use.

2) Restriction of vehicle time use.

3) Modification of speed limits.

4) Construction of sound barriers.

The first three mitigative measures were deemed unfeasible since the use of traffic control measures on this primary highway would adversely impact agricultural (harvest) traffic, the trucking industry, the food processing industry, adjacent businesses, and inconvenience the motoring public. The use of sound barriers, such as berms and/or walls also is not feasible, since to be effective, barriers must be continuous and without breaks and holes. Residences adjacent to S.W. 4th Avenue require direct access to the highway or are located on a cross street.

Because of the lack of feasibility and effectiveness of available noise mitigating measures, coupled with lack of conformity of the impacted residences to existing land uses, land use plans or zoning; mitigative efforts will not be implemented. Therefore, local government officials should be aware of the potential noise conflicts, so that future land use plans, zoning, and building code requirements are compatible with the noise environment.

TABLE 6

PREDICTED NOISE LEVELS
L_{eq} dBA Noise Levels @ 40'*

		No-Build		Build	
		Peak Hour	Peak Truck Hour	Peak Hour	Peak Truck Hour
***Sec 1	1980	61	65	---	69 (57)**
	2000	60	66	65	67 (40)
Sec 2	1980	62	64	---	67 (45)
	2000	62	65	65	67 (40)
Sec 3	1980	63	65	---	70 (89)
	2000	63	65	70	70 (89)

Level of Service "C" - 65

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*Sound pressure is measured in decibels (dB). The decibel scale is logarithmic; therefore, a doubling of sound pressure results in a 3 dB increase. A 10 dB increase, however, is required before a doubling of loudness is perceived. Of the several types of weighted or adjusted scales, the "A" scale is used because it approximates human hearing. Sound pressure levels are expressed in dB "A" to indicate this. L_{eq} is the continuous equivalent sound level which would contain the same acoustic energy as the time-varying sound level for the same duration. Thus, the term "L_{eq} 67 dBA", then indicates the "average" sound pressure level of 67 decibels on the A-weighted scale for a period of one hour.

**Number in ( ) indicates the unobstructed distance from the roadway centerline to the L_{eq} 67 dBA noise level.

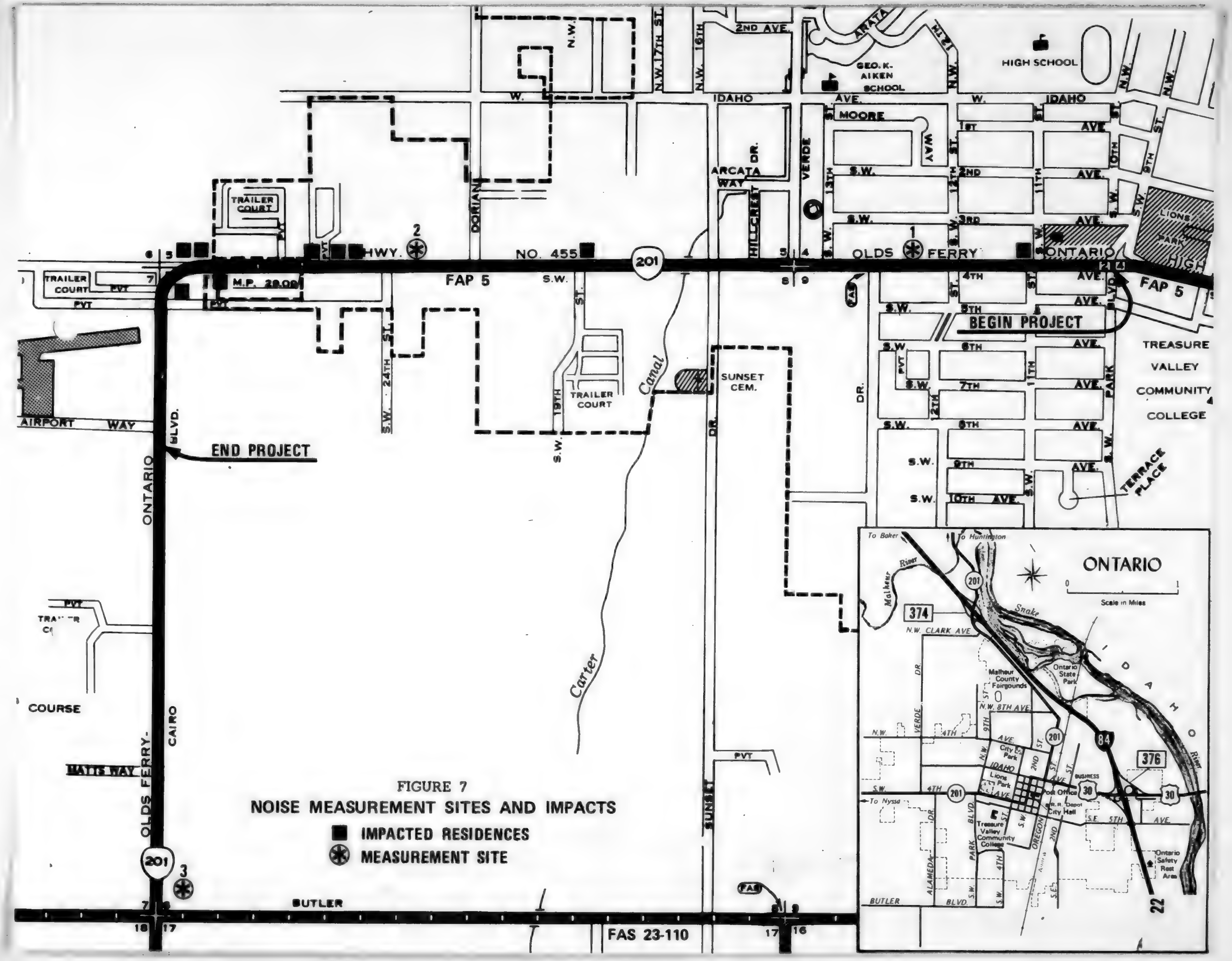
***For site locations of predicted noise levels, see Figure 7.

TABLE 7

FEDERAL HIGHWAY ADMINISTRATION DESIGN NOISE LEVEL STANDARDS

Activity Category	Design Noise Levels - dBA $L_{eq}(h)$	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	—	For requirements on undeveloped lands see paragraphs 11a and c.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Sources: U. S. Department of Transportation, Federal Highway Administration PPM 90-2, Noise Standards and Procedures, (Transmittal 205, July 28, 1976).



HIGH SCHOOL
GEO. K. AIKEN SCHOOL
LIONS PARK
ONTARIO
IDAHO AVE.
W. IDAHO
MOORE WAY
2ND AVE.
ARCATA WAY
HILLCREST DR.
VERDE
DORIAN
N.W. 16TH
N.W. 17TH ST.
TRAILER COURT
HWY. NO. 455
OLDS FERRY
FAP 5
201
M.P. 29.00
1
2
3
BEGIN PROJECT
END PROJECT
TREASURE VALLEY COMMUNITY COLLEGE
TERRACE PLACE
SUNSET CEM.
Carter Canal
S.W. 19TH ST.
S.W. 24TH ST.
AIRPORT WAY
ONTARIO BLVD.
OLDS FERRY-CAIRO
COURSE
MATTS WAY
BUTLER
SUNSET DR.
FAS 23-110
PVT
ONTARIO
Scale in Miles
To Baker
To Huntington
To Nyssa
Malheur River
Snake River
IDAHO
374
376
84
30
22
N.W. CLARK AVE.
Malheur County Fairgrounds
Ontario State Park
City Park
Lions Park
Post Office
R.R. Depot
City Hall
Treasure Valley Community College
Ontario Safety Rest Area
ALAMEDA DR.
PARK BLVD.
OREGON

FIGURE 7
NOISE MEASUREMENT SITES AND IMPACTS

■ IMPACTED RESIDENCES
⊛ MEASUREMENT SITE

TABLE 8

NOISE MEASUREMENT AND OBSERVED TRAFFIC DATA

	Time and Date	Measured Noise Level (L dBA)	Predicted Noise Level (L dBA)	Distance From Roadway Centerline	Traffic Volume (Veh/hr.) Autos	Traffic Volume (Veh/hr.) Medium Trucks	Traffic Volume (Veh/hr.) Heavy Trucks	Speed (MPH)
(1)	11:00 am 9-12-79	67	66	50 ft.	1417	26	22	27
(2)	11:30 am 9-12-79	66	68	50 ft.	702	30	27	35
(3)	1:00 pm 9-12-79	58	63	100 ft.	458	6	24	40

Areas adjacent to the project would also be exposed to additional noise from the use of construction equipment. Construction noise could be mitigated by prohibiting construction work on Sundays, legal holidays, and on other days between the hours of 10:00 p.m. and 6:00 a.m. In this manner, construction noise would be eliminated during the quieter nighttime period. This requirement would be included in the construction specifications. Exceptions to this requirement may be approved by the project engineer.

Social-Economic Impacts

Land Use and Right-of-Way Impacts. Due to the urban nature of the project area, the impact of the build alternative on the social-economic environment will be more significant than on the physical environment. Land use patterns are influenced whenever traffic patterns, accessibility characteristics, or right-of-way are affected. While traffic patterns, accessibility would improve as a result of the project, right-of-way acquisition would produce some adverse impacts on some adjacent land uses.

Right-of-way acquisition will involve a 10 foot wide strip on each side of the highway. This will result in the acquisition of 2.66 acres from 95 properties. A list of affected properties is shown in Table 3 with specific locations indicated in Figure 5. Nearly all of the required right-of-way acquisition is tied to commercial properties; the exception being four residential properties and one mobile home court. There is also one institutional ownership affected--the Holy Rosary Hospital. The hospital, at one time, had its emergency entrance on S.W. 4th Ave., but in anticipation of the project it has now been moved to another street and will not be affected by the project, other than a retaining wall to hold the earth slope adjacent to the hospital foundation. The City of Ontario has officially closed its crosswind runway. Its approach would have been slightly affected by the proposed widening of S.W. 4th Avenue. The Federal Aviation Administration has formally acknowledged the City's closure.

Only one structure would be removed by right-of-way acquisition that would require relocation. This is Villa Plaza Market, a small neighborhood grocery store with living quarters attached. Even though the acquisition would reduce the store to impractical use because of its small size, the living quarters may be adaptable to another use. This is the only acquisition that will require relocation of ownership--in this case, the relocation of a combined business and family, minority. All replacement housing offered will be fair housing open to all persons regardless of race, color, religion, sex, or national origin.

Two other businesses, Plaza Texaco Service and Frost-Top Drive-In, will have small portions of their canopies acquired. The Texaco Service Station may lose access to the street side of the outside pump island. However, because of limited space between the pump island and the existing sidewalk, the use of this access has already been closed to customer use. The Frost-Top Drive-In may lose its two outside stalls. The only other affected structures are on-premise outdoor advertising signs, and these can be relocated on the remainder properties. A total of 32 signs will be affected.

Parking for adjacent property owners will generally be only minimally affected by the project. The current lack of on-street parking coupled with the City of Ontario's "set-backs" and off-street parking provisions are largely responsible for this. However, a number of businesses do have some parking that will be affected. These include Bye Lanes Bowling, West Park Plaza, and the Auto Dealers.

Mitigation of Right-of-Way Impacts. Right-of-way acquisition will require approximately 2.66 acres from 95 properties. However, only three structures are impacted, and only one, the Villa Park Market, will require relocation. Relocation and damage determination are done according to the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and standard procedures of the Oregon Department of Transportation as stated in the pamphlet, "Moving Because of the Highway or Public Projects?". Presently, in Ontario, there are adequate replacement housing in both two and three bedroom sizes. Daily listings in the Ontario paper exceed fifty individual listings, eliminating consideration of last resort housing as a desired relocation plan.

While the impacts on the Plaza Texaco Service Station and drive-in are not expected to be significant, the businesses would be eligible for any damage to real property. Parking impacts are best mitigated by rearrangement. Most of the affected properties are businesses occupying large areas. For the most part, they will be able to just move the affected parking back from the expanded right-of-way.

The minimal right-of-way requirement with no more than these affected structures should not produce any measureable adverse impacts on the local tax base. In fact, the valuations for the remainder parcels are expected to increase after project completion and should offset any advalorem tax loss.

Economic-Population Impacts. While the general area traffic patterns would not be specifically altered, the flow of traffic through the area and the accessibility of the S.W. 4th Ave. area to the rest of Ontario and the surrounding area would be improved by the project. Specifically, the movement through the area of agricultural trucks and retail traffic will be greatly improved in terms of less congestion and increased safety. In general, the increased circulation afforded by the highway project will provide an improved economic climate for additional developmental growth in southwest Ontario. Additional commercial development in particular, could result from the improvement of S.W. 4th Avenue. Even though commercial development has already occurred along the highway beyond the limits of the project, the highway improvement proposal could accelerate the process. While such development has occurred along the west side of the highway adjacent to the airport, further commercial growth could encroach upon productive agricultural lands. The potential acceleration of the conversion of agricultural cropland to urban-related land use, constitutes one of the most important impacts of the proposed project.

Current zoning as shown in Figure 6 would allow for the continuation of urban related development along a strip west of the highway for a mile from Airport Way to Butler Blvd. and for one-half mile beyond Airport Way along the east side of the highway. The area east of the highway, in particular, is dominated by agricultural row crop production. However, as previously mentioned, in the current editions of the draft Comprehensive Ontario and Malheur County Land Use Plans such commercial developments would be significantly restricted. Under these plans, urban related land use would not be allowed outside of Ontario's currently proposed urban growth boundary.

Another measure of the potential for an improved economic climate in the project area, is the projected increase in the "level of service" for S.W. 4th Avenue, if the project is constructed (Table 2). The current level of service for the most congested section of the project (S.W. Park Blvd. to Alameda Dr.), is a level "E" (forced flow, jammed, stop-and-go traffic with an average speed of less than 15 MPH). However, if the project was constructed immediately, the level of service would improve to a level "C" (stable flow, acceptable delays, with an average speed of 20-25 MPH).

The build alternative should also have a positive impact on the existing accident level (15.1 accidents per million vehicle miles of travel for the Alameda Dr. to Verde Dr. Section, compared to a statewide average of 5.67). Since 86 percent of the accidents are rear-end or turning accidents, the improvement of S.W. 4th Avenue to a four-lane facility with a continuous left-turn lane, should significantly improve the accident record.

Population growth per se in the project area should not be directly affected by either the build or no-build alternative. Considerable residential development has been occurring in the area in spite of the existing traffic congestion. Other factors such as the availability of land, zoning, the Idaho market, the labor market and home interest rates have been more influential in determining the rate of residential development (particularly residential subdivisions) and population growth in the area than have traffic conditions on S.W. 4th Avenue.

Mitigation of Economic Impacts. Since lands immediately adjacent to the project have been rapidly developing without the benefit of the highway improvement, the completion of the project should do little to promote additional development. In essence, the project is aimed at bringing up to standard a section of roadway already completely developed.

Highway 201 (S.W. 4th Avenue) will no doubt continue to develop commercially beyond the borders of the currently proposed project. This development should occur more rapidly if the highway is improved. Urban development has already occurred beyond the limits of the project, threatening areas still under irrigated agriculture. The irrevocable conversion of agricultural land to urban uses is occurring, and under existing zoning provisions, will continue to occur whether or not the proposed project is completed.* However, while the tendency for such land use conversions is already established, proposed revisions in local land use plans will substantially reduce the threat to existing agricultural production activities and effectively slow the loss of agricultural lands from the county's resource base.

The major instrument in mitigating the potential impact of a highway improvement affecting additional conversions of agricultural land to urban uses is tied to the effectiveness of local land use controls. Particularly pertinent is the relationship of the proposed project with local land use plans and its compatibility with state land use goals:

1) Relationship to local land use plans. Both the City of Ontario and Malheur County are reworking their Draft Comprehensive Land Use Plans to be submitted to Land Conservation and Development Commission for acknowledgement during 1980. While the Ontario Plan is adopted, the County Plan is still in the revision stage. The proposed project itself is located in an area under the jurisdiction of the Ontario Plan, but the area where the chance of future commericial development is the greatest is outside of Ontario's proposed urban growth boundary.

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*The threatened loss of prime agricultural lands due to highway related developments occurring adjacent to Highway 201, is also identified in an Oregon State University research paper by Sylvia L. Clark entitled: A Ribbon Development Study in Ontario, Oregon, 1978. The study specifically deals with the project portion of Highway 201 in Ontario.

The following recommended findings, goals and policies from the Ontario and Malheur County revised Draft Comprehensive Plans apply specifically to the proposed project:

A) The transportation element of the Ontario Draft Land Use Plan states that "...Ontario currently has several major traffic flow problems. One of these, S.W. 4th Avenue, is approaching the crises level."

B) Furthermore, the Ontario Plan lists the widening of S.W. 4th Avenue to a four-lane arterial as the City's number one transportation priority.

C) The transportation element of the Malheur Plan, as drafted by the Malheur County Citizen's Road Advisory Board, has recommended "...that valuable agricultural land be protected to the extent practical in new transportation construction projects." As a result, all agricultural lands outside of urban growth boundaries will be reserved for exclusive farm use.

2) Compatibility with State Land Use Goals. State law requires all state agencies which implement projects and programs to take action in accordance with the Land Conservation and Development Commission's statewide goals (LCDC). While counties and incorporated cities have the primary responsibility for planning, the Department of Transportation is responsible for coordinating actions with the appropriate local jurisdictions to insure a project's compatibility with local comprehensive plans. If the project is part of the transportation element of a comprehensive plan that has been acknowledged for compliance by LCDC, then it is considered in conformance with LCDC goals. If the local jurisdiction has an adopted but unacknowledged plan which addresses the project and there are no appeals contesting the goal conformance of the project, then for the present, the project is assumed compatible. In the latter instance, ODOT has the responsibility for evaluating the project against the statewide goals, independent of the comprehensive plan. A finding of potential conflict, however, does not indicate that the project is not compatible with the goals. The goal evaluation process primarily serves to alert the local jurisdictions that conflicts between goals will ultimately have to be resolved in their comprehensive plans prior to acknowledgement by LCDC.

The S.W. Park Blvd. to Airport Way project falls into the second category in that the City of Ontario has an adopted plan which specifically refers to the project, but the plan has not been acknowledged. The compatibility of the two project alternatives with LCDC goals is summerized in Table 9. It should be recognized that the goals which appear in Table 9 are but a brief summary of the intent of each of the LCDC goals.

Social Impacts. The proposed project would not have any adverse impacts on such groups as the elderly, school-aged children, the handicapped, the poor, nondrivers or others without private transportation, pedestrians-cyclists, racial-ethnic or religious minorities. However, some of these same groups would benefit from the completion of the project. Pedestrian and bicycle based traffic would, in particular, benefit from the construction of the project. The proposal includes provisions for both sidewalks and a bikeway. The bikeway is to be provided for between the outside travel lane and the curb. Most of the existing project area has neither sidewalk or bicycle facilities.

Public Services Impacts. The completion of the project would improve public services such as fire, police protection, and ambulance service. These include:

TABLE 9
Project Compatibility with LCDC Goals

Goal	No Build Alternative	Build Alternative
Goal 1. Citizen Involvement. To develop programs that will insure the opportunity for citizen involvement in all phases of the planning process.	Compatible-Public hearing is to be held on the project.	Compatible-Public hearing is to be held on the project.
Goal 2. Land Use Planning. To establish a land use planning process and policy framework.	Potential Conflict-does not conform with the transportation element of local comprehensive plans.	Compatible-project included in preliminary draft comprehensive plan.
Goal 3. Agricultural Lands. To preserve and maintain agricultural lands.	Compatible-Does not require acquisition of agricultural lands.	Potential Conflict-Project requires the acquisition of 10-feet of right-of-way from two agricultural fields (pasture).
Goal 4. Forest Lands. To conserve forest lands for forest use.	Not applicable	Not applicable
Goal 5. Open Spaces, Scenic and Historical Areas, and Natural Resources. To conserve open spaces and protect natural and scenic resources.	Compatible-Maintains status quo.	Potential Conflict-possibility of future highway stimulated development affecting open space and scenic resources. See discussion page 13-17.
Goal 6. Air, Water and Land Resources. To maintain and improve the quality of air, water, and land resources.	Compatible.	Compatible
Goal 7. Natural Hazards. To protect life and property from natural disasters and hazards.	Compatible-however, existing road subject to some drainage problems.	Compatible-a storm sewer system planned as part of the project to mitigate potential drainage problems.
Goal 8. Recreation. To satisfy recreation needs of citizens and visitors.	Compatible-But does not facilitate movements through Ontario.	Compatible-Improves traffic mobility.

TABLE 9
Project Compatibility with LCDC Goals

Goal	No Build Alternative	Build Alternative
Goal 9. Economy. To diversify and improve the economy of the State.	Compatible-however transportation costs would increase through time with increasing congestion.	Compatible-Transportation costs would be lower providing an additional stimulus to the local economy.
Goal 10. Housing. To provide for housing needs of citizens	Not applicable.	Not applicable.
Goal 11. Public Facilities and Services. To plan and develop public facilities and services.	Compatible.	Compatible.
Goal 12. Transportation. To provide and encourage a safe, convenient and economic transportation system.	Potential conflict-does not conform with local transportation plan.	Compatibility-conforms with local transportation plan, improves traffic mobility.
Goal 13. Energy Conservation.	Potential Conflict-congestion results in greater fuel expenditures.	Compatible-improved traffic flows would result in greater fuel conservation.
Goal 14. Urbanization. To provide for an orderly and efficient transition from rural to urban uses.	Potential Conflict-the development along S.W. 4th Avenue has produced an incursion of urbanization into rural agricultural environment.	Potential Conflict-the on-going urbanization incursion could potentially increase. See discussion page. 13-17.
Goal 15. Williamette River.	Not applicable.	Not applicable.
Goal 16. Estuarine Resources.	Not applicable.	Not applicable.
Goal 17. Coastal Shorelands.	Not applicable.	Not applicable.
Goal 18. Beaches and Dunes.	Not applicable.	Not applicable.
Goal 19. Ocean Resources.	Not applicable.	Not applicable.

1) Ontario Sanitary Sewer and Water Systems. Sanitary sewer and water lines have recently been constructed on the south side of the highway out as far as Airport Corner near the terminus of the project. The sanitary sewer lines are at a depth of 12 feet and the water at a depth of four feet. Neither should be affected by the project.

2) Storm Sewer System. Currently, only the area out to and including the West Park Plaza Shopping Center is served by Ontario's storm sewer system. Because of the already existing drainage problems in the project area, an expansion of the storm sewer system is planned as part of the project.

3) Idaho Power. Relocation of poles and lines.

4) Malheur Home Telephone. The company has recently expanded out into the project area with buried cables on the north side of the highway, and could present some conflicts with the expanded alignment.

5) Cascade Natural Gas. Gas lines have also recently been expanded adjacent to the north side of the highway. Possible conflicts also exist with this utility.

6) Irrigation Facilities. The project crosses two irrigation facilities: Malheur Drainage District and the Advanced Irrigation District. The Malheur Drainage District has 24-inch pipe that runs under the existing roadway near Airport Corner. The Advanced Irrigation District maintains a 48-inch pipe that crosses S.W. 4th Avenue in the vicinity of Sunset Drive. Both facilities will be affected by the project.

Cultural Resource Impacts. There are no properties in the project area which are listed or eligible for the National Register of Historic Places or listed in the Statewide Inventory of Historical Sites and Buildings. Organizations concerned with historical preservation have not identified any sites or structures of historic interest in the project area. Furthermore, there are no farms which have been identified by the Oregon Century Farm Program.

Prior to pioneer settlement, the Ontario area was inhabited loosely by groups of Indians often referred to as Snakes, associated with the Northern Paiute. The arid nature of the Ontario area provided, at best, only a marginal subsistence base for these Indian groups. Consequently, the project area is not highly regarded as a likely area for discovery of archeological sites. In addition, the previous disturbance of the project area by argicultural and urban activities even further reduces any possibilities for the discovery of archeological resources. However, if an archeological survey is deemed necessary, the survey will be conducted by the Oregon State Museum of Anthropology at the University of Oregon. All site mapping and evaluation, and any recommended salvage and/or other mitigative measures will be completed prior to the beginning of any construction activities.

Construction Impacts. Work on the project will require use of stage construction procedures, with construction done on one side of the existing roadway and brought to a travelable surface condition prior to beginning construction activities on the opposite side of the existing highway. This approach will minimize interference with traffic flows and help to reduce erosion problems. However, there still will be the usual construction related noise, dust, and vibrations. But, construction procedures and time tables would adhere to the Oregon Transportation Commission's Standard Specifications for Highway Construction (1974) to minimize such effects on residents and workers.

Local Government and Public Involvement. Active and intense efforts by the City of Ontario and Malheur County dates back to a period before 1970. During that period, both local governments have been consulted on numerous occasions on various proposed projects that included provisions to upgrade S.W. 4th Avenue. Local citizens have also been very vocal over the years concerning the traffic congestion and safety hazards associated with S.W. 4th Avenue.

Such citizen concerns have been particularly in evidence during recent Six Year Highway Improvement Program public meetings held in Ontario. A public hearing for the project was held at 7:30 p.m. on February 22, 1980; about 35 persons attended.

Three persons presented oral testimony and one letter, from the Federal Aviation Administration (F.A.A.), was received. Two of the three persons presenting oral testimony favored the Build Alternative. The other person, while indicating less than full support of the Build Alternative, was not in favor of the No-Build either.

FINDING OF NO SIGNIFICANT IMPACT

The project is not expected to cause any significant adverse impacts on adjacent land use patterns, traffic volumes or patterns, or on natural and human resources. While the project may augment or provide some additional inpetus to the already ongoing urbanization processes adjacent to S.W. 4th Avenue, the major impact of the project will be to improve traffic movements and provide for increased safety. Improved traffic flow will result in reduced gasoline consumption for vehicles using the facility.

The project will not require the acquisition of any historic properties, parks or wildlife refuges. Also, the project will not affect any wetlands or have any significant impacts on water quality or air quality. Approximately 2.7 acres from 87 properties will be acquired, but only one structure will require relocation.

Oregon Department of Transportation
Study Report

PARK BLVD.-AIRPORT WAY SECTION

Old Ferry-Ontario Highway
Malheur County

PARK BOULEVARD-AIRPORT WAY
OLDS FERRY-ONTARIO HIGHWAY
MALHEUR COUNTY

RECOMMENDATION

The Oregon State Highway Division, after a review and study of the public hearing input, recommends that the Build Alternative be approved for the Park Boulevard-Airport Way Section of the Olds Ferry-Ontario Highway, Route Number 201, in Malheur County.

Following are considerations used in support of the above recommendation:

1. Received favorable support at the public hearing
2. Is favored by the City of Ontario
3. Provides improved traffic services and safety
4. Complies with the City of Ontario's land use plans
5. Is compatible with most L.C.D.C. goals and guidelines

PARK BOULEVARD-AIRPORT WAY
OLDS FERRY-ONTARIO HIGHWAY
MALHEUR COUNTY

HEARING SUMMATION

A public hearing for the Park Boulevard-Airport Way Section was held at 7:30 p.m. on February 22, 1980, in the Weese Building, Treasure Valley Community College, in Ontario with about 35 persons present.

Three persons presented oral testimony at the hearing and one letter, from the Federal Aviation Administration, was received. Two of the three persons presenting oral testimony favored the Build Alternative. The other person, while indicating he was not fully in support of the Build Alternative, was not in favor of the No-Build either.

The letter from F.A.A. did not indicate a choice for or against the project. Another letter from an area businessman favored the Build Alternative; however, the letter was received after the 10 day grace period set forth in the public hearing introduction.

One of the persons presenting oral testimony represented the City of Ontario and the other two persons were area businessmen.

PARK BOULEVARD-AIRPORT WAY
OLDS FERRY-ONTARIO HIGHWAY
MALHEUR COUNTY

PROJECT SUMMATION

LOCATION

The project is located in the southwest urban fringe of Ontario on Highway 201 in Malheur County. Highway 201 serves several purposes: 1) the highway serves as the primary link between Ontario and Central Oregon via connections to Highway 20 through Burns and Highway 26 through John Day; 2) the highway serves as a farm-to-market road for numerous farming operations located south and west of Ontario; and 3) the highway serves as a city street providing access to a multitide of commercial establishments.

PURPOSE

The purpose of the proposal is to improve traffic flow, decrease accident potential and increase traffic capacity on a 1.6 mile segment of the highway.

DESCRIPTION

Two alternatives are considered for the highway segment: a No-Build Alternative and a Build Alternative.

The No-Build Alternative would retain the present roadway pattern which consists of two travel lanes, a partial left-turn median and near nonexistent shoulders.

The Build Alternative would provide a 70-foot curbed street with sidewalks, utility easements and drainage facilities within an 80-foot right-of-way. The 70-foot street width will provide a 14-foot continuous left-turn lane, 12-foot inside lanes and 16-foot outside lanes with four feet of the lanes next to the curb designated for bicycle use.

TRAFFIC DATA

The traffic on the easterly portion of the project averages 20,900 vehicles daily and is expected to increase to 28,500 vehicles daily by the year 2,000. On the westerly portion, the average is considerably lower at 11,700 vehicles daily with an expected increase to 18,300 vehicles daily by the year 2,000.

ACCIDENT DATA

The high traffic volumes combined with the numerous accesses and left-turn movements creates a higher than usual accident rate. The average accident rate of 10.6 accidents per million vehicle miles is almost double the statewide average of 5.67 accidents per million vehicle miles on similar type highways.

During the three-year period from 1976 to 1979, 132 accidents occurred in the project area, with about 63 percent of the accidents being rear-end type and about 23 percent involving turning movements. One fatality and 106 injuries resulted from the accidents in the three-year period.

ENVIRONMENTAL IMPACTS

Impacts on the No-Build Alternative would include but not be limited to the following:

1. Longer periods of congestion as traffic volumes increase
2. A greater potential for accidents
3. A potential increase in response time for emergency vehicles
4. A potential for loss of air quality
5. An increase in noise impacts
6. A potential for economic losses as travelers seek alternate routes
7. Nonconformance of some L.C.D.C. goals and guidelines
8. A potential for drainage problems as additional areas are paved
9. A potential for economic loss outside the immediate limits of the project

Impacts from the Build Alternative would include but not be limited to the following:

1. An improvement in traffic services both present and future
2. A decrease in the accident potential
3. Shorter response times for emergency vehicles
4. A potential for maintaining air quality
5. An increase in noise impacts

6. A potential for economic and area growth

7. Conformance with L.C.D.C. goals and guidelines

RIGHT OF WAY ACQUISITION

The No-Build Alternative would not require any right-of-way acquisition; however, some adverse impacts could occur to abutting properties.

Increased traffic volumes and congestion in the future combined with difficult turning movements and impaired ingress and egress could cause potential customers to seek alternate travel routes as well as alternate shopping areas. This loss of trade could in turn create a trend toward lower land values or an alteration in the type of business that would locate in the area.

The Build Alternative would require the acquisition of right-of-way from 95 separate properties. The taking would be a 10-foot strip along the front of each property as well as a five-foot easement for utilities which would result in about five acres of new right-of-way.

Normally the taking of 10 feet from a property would be considered a minor impact; however, in the case where the taking is in an urban business area, the impacts are somewhat greater.

The impacts include loss of paved parking lots, loss of parking spaces, loss of outdoor display areas, and loss of lot size. The above impacts are somewhat tempered by the fact that the original lots are large and the buildings have adequate setbacks.

One business-residence combination will be displaced by the right-of-way acquistion.

PARK BOULEVARD-AIRPORT WAY
OLDS FERRY-ONTARIO HIGHWAY
MALHEUR COUNTY

HEARING COMMENTS

This portion of the study report summarizes and responds to the more pertinent comments made at the public hearing.

COMMENT The manager of the Equitable Savings and Loan stated that the proposed highway widening would devalue their property somewhat as well as create ingress and egress problems. He further stated that installation of a traffic signal at the intersection of S.W. 4th Avenue (Highway 201) and S.W. 11th Street should be considered.

RESPONSE In similar highway improvement projects, trends indicate an increase in property value results rather than a decrease. Likewise ingress and egress conflicts also benefit from roadway improvements.

Traffic movements at the intersection have not been studied to determine if a signal is warranted.

RECOMMEND Advance Build Alternative and conduct studies for signal justification.

- -

A representative of the City of Ontario commented on nine, separate items: access management, aesthetics, storm drainage, utility extension, retaining walls, signing, traffic signals, Airport Road corner and airport access.

Normally the above items would be resolved during the final design phase of the proposal; however, following is a brief summary of their concerns.

COMMENT Access Management - A rational access management policy must be developed for the proposal which would control the present unlimited access.

RESPONSE The addition of curbs with defined curb cuts will, in essence, be an access control policy. In addition to the curb control, further control or elimination of access points could be accomplished through right-of-way negotiations.

COMMENT Access along the south side of S.W. 4th Avenue between Park Boulevard and S.W. 11th Street should be extremely limited with access being restored through improvement of the alley between S.W. 4th and 5th Avenues.

RESPONSE Restricting access along a street or highway is ideal; however, eliminating a pre-existing business access involves more than just restoring the access by a different route.

One of the primary concerns would be the cost for purchasing the existing access which is estimated at $145,000. A second primary concern would involve the type of business, that is, a business whose patrons are drop-in type customers could elect to relocate due to loss of access, in which case the State would probably be liable for relocation benefits further increasing the cost of access acquisition.

The other concern involves the type of facility that can be attained by improving the alleyway. It appears the alley width is very restricted (11 feet plus or minus) which, if improved, would not provide a safe means of egress and ingress unless it were to be converted to one-way travel.

A conversion of the alley to one-way traffic could further advance the desire of businesses to relocate.

RECOMMEND Continue advancement of the Build Alternative and attempt to combine driveways along S.W. 4th Avenue to reduce the number of access points.

COMMENT Close the hospital emergency entrance on S.W. 4th Avenue and limit the hospital parking lots to the two existing entrances.

RESPONSE Preliminary contact with the hospital board indicates closure of the emergency entrance can be attained.

RECOMMEND Continue working with the hospital board to attain the above stated design.

COMMENT Aesthetics - Placing Idaho Power Company's electrical services underground would be the most important aesthetic consideration of the project.

RESPONSE Placing overhead utility lines underground is an ideal method of relieving the cluttered appearance of a roadway or neighborhood.

The Oregon Highway Division cannot participate in additional funding for placing these facilities underground unless said placement is the continuation of an on-going beautification program or the power company can demonstrate and justify a need for the underground placement.

This would not preclude the City of Ontario or some other entity from participating in the additional cost.

RECOMMEND Continue working with the City and Idaho Power Company to attain the undergrounding, if possible.

COMMENT Landscaping removed by construction should be replaced. Further, landscaping in the four-foot easement should be considered with the State and property owner agreeing that the State would provide the landscaping and the property owner would provide the maintenance.

RESPONSE The intent of the design is that the right-of-way be at the back of the sidewalk with an additional easement strip for utilities and highway signing. Use of the easement, other than areas occupied by the utilities, could revert back to its present usage such as parking or display space.

RECOMMEND Landscaping removed by construction will be replaced if feasible; however, additional landscaping will be the responsibility of the City under its current regulations.

COMMENT Storm Drainage, Utility Extension, Retaining Walls - An adequate storm sewer system should be provided along with an orderly extension of the water lines and the sanitary sewer system. Retaining walls should be constructed where needed to reduce the need for slope easements.

RESPONSE-RECOMMEND These items are considered as a part of the design and will be thoroughly studied and resolved in the final design phase.

COMMENT Signing - The location, height, design size and setback of advertising signs must be considered.

RESPONSE-RECOMMEND The Highway Division does not control on-premise signing within the corporate limits of a city other than that signs shall not be on or over the right-of-way or easement. Therefore, sign control would be the responsibility of the City.

COMMENT Traffic Signals - The design should consider traffic signals that would be installed initially as well as any future signals that may be justified.

RESPONSE-RECOMMEND Traffic signal installation both present and future will be fully studied in the final design phase of the proposal.

COMMENT Airport Road Corner, Airport Access - The design at the Airport Road corner would not allow for the future extension of Highway 201 to the north as indicated in the City's comprehensive plan.

Further, additional access points will be required to the airport property to serve a planned industrial complex being constructed on property formerly occupied by runway 6-24.

RESPONSE The Highway Division is aware of the City's plan to extend a roadway north from the Airport Road intersection; however, without a specific timetable for the proposed extension, it was determined that continuation of the present traffic pattern was warranted.

Access to the airport property will be a part of the right-of-way negotiations.

RECOMMEND Continue advancing the Build Alternative as designed while cooperating with the city officials to resolve their concerns.

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COMMENT A local businessman (Gary Wood) stated that accesses should be wide enough for each business; storm drains should be adequate to handle runoff from private property; no additional landscaping be considered for buildings in-place prior to the City's landscaping law; and, the inclusion of sidewalks in the proposal be reanalyzed to consider the effects of the additional land required for the walks.

RESPONSE Access to private properties is a part of right-of-way negotiations which would consider width, placement, usage and number.

A storm sewer system will be included as a part of the project and will consider runoff from abutting property; however, the system will not include any catch inlets or connecting pipes to serve abutting properties.

Landscaping will be as set forth above under the comments of the City.

Various designs for the proposal were evaluated prior to selection of the Build Alternative that was presented at the hearing. A roadway section without curbs and walks, for instance, would require shoulders, rock slopes and ditches. This would have resulted in the need for about 20 feet of right-of-way from both sides of the present road rather than the 10 feet needed for the proposal.

A curbed street without sidewalks would reduce the right-of-way requirements somewhat; however, the elimination of sidewalks would not be considered good designs practice in an urban area such as the project site.

RECOMMEND Advance the Build Alternative as proposed.

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PUBLIC HEARING TRANSCRIPT

May 22, 1980

Treasure Valley Community College
Weese Building, Room 10
Ontario, Oregon

Re: Park Boulevard-Airport Way (Ontario)
Olds Ferry-Ontario Highway
Malheur County

MR. ROBERT HECTOR: Good evening, ladies and gentlemen. It's now a little past 7:30, which time was the appointed time to begin this hearings process. For the record, it's 7:37, May 22, 1980, and we are now to begin the corridor-design hearing for the Park Boulevard-Airport Way Section of the Olds Ferry-Ontario Highway, Route Number 201, in Malheur County.

I am Bob Hector, Assistant Region Engineer for construction for Region 5. My office is at La Grande and I will be conducting this meeting. At this time, I would like to introduce the rest of our staff who is here to assist in this evening's meeting. On my left, Mr. Frank Burnett, Resident Engineer for the Ontario area and he will be the Resident Engineer on this project. On my right is Mr. Harold Brainerd of Bend, who is the Regional Right of Way Supervisor for Region 5. (There were approximately 35 other persons present.)

This afternoon we offered an informal hearing to discuss project details and to field specific questions. The purpose of this hearing this evening is to take testimony on your reaction to our proposal.

Before we proceed any further, I would like to make sure everyone has filled out a registration card. If you wish to make a statement at the hearing, mark the card and we will call upon you for your statement during the testimony part of the hearing. If you wish to make a written comment on the back of the card, it will become a part of the hearing record. If you do not wish to make a statement here, you will have ten days from today to write a written comment. These communications will become a part of the hearing transcript just as if you were to testify here tonight. These letters should be addressed to the Oregon Transportation Commission, State Transportation Building, Salem 97310. Also, everyone who submits a registration card will receive a transcript of the hearing.

As I indicated, this is a corridor-design hearing. Under the Federal statutes, regulations, and the Oregon Action Plan, testimony will be accepted on the details of this proposal as well as on alternate details and plans.

You should be advised that after evaluation of the statements included in the transcript, information developed in support of the proposed design will be available for public inspection and copying at our Salem headquarters office of the Highway Division.

The proposal under consideration is the reconstruction and widening of 1.6 miles of Highway 201 between Park Boulevard and Airport Way in Ontario.

I would now like to call upon Mr. Burnett to briefly describe the proposal. Frank.

MR. P. F. BURNETT: The section of road that is under consideration at this time is a 1.6 mile section of the Olds Ferry Highway along S. W. 4th Avenue. The section starts at Park Boulevard, which is just below the Holy Rosary Hospital, thence in a westerly direction along S. W. 4th Avenue, around the Airport Corner to Airport Way and then approximately 1000 feet past Airport Way which is the road to the airport, near Jones Ford Tractor.

Two alternate plans are being considered at this time.

Plan #1 is a No-Build Alternate that would mean retaining the existing two-way roadway - two-lane roadway. Some pavement restoration and minor improvements could be made within the present right of way under this plan.

A Build Alternative that would upgrade the highway to a four-lane curbed street with sidewalks.

The four-lane roadway would increase traffic capacity, improve traffic movements and enhance traffic safety.

This four-lane curbed street would be 70-feet wide curb to curb - please note this typical section of the traveled way here on the display counter (hearing map). This section has a 14-foot wide center lane (that's colored pink) to serve as a continuous left-turn lane - the two inside lanes (that are colored blue) would be 12-feet wide and the outside lanes (the yellow coloring there) would be a 16-foot wide lane. There will be 5-foot sidewalks back of the curb on both sides of the roadway. No parking will be allowed along the curb. Another thing included in this proposal is a storm drain system.

Right of way for this proposal will be at the outside edge of the sidewalk with additional easements as needed for constructing slopes and placement of the utilities.

Due to the extra width proposed, it would be necessary to revise existing traffic signals at the intersection of Park Boulevard near the hospital and at Verde Drive by the Plaza Shopping Center.

During the construction of this proposed four-lane section, traffic would be maintained on a paved surface. For the most part, this surfacing would be the existing two-lane roadway. Interference to assesses to the existing businesses along this route would be kept to a minimum. Signing, lighting and traffic control devices necessary to protect the travelling public and maintain traffic with the least inconvenience would be a part of the contract obligation.

At the present time, funds are programmed for this proposed 4-lane project for 1981. This project would be in one unit which would be from the Park Boulevard to Airport Way, and the estimate of cost of this project at the present time is 4.3 million dollars.

MR. HECTOR: Thank you, Frank. I could note for the record that the dollar cost Frank just quoted is the cost of construction only. I would now like to ask Mr. Harold Brainerd to discuss the right-of-way acquisition procedures that will be followed on this project.

MR. HAROLD BRAINERD: The additional right of way necessary for the reconstruction of this highway will require the acquisition of right of way from 95 separate property interests and require the displacement of one combination business-residential property.

Explanation of the right-of-way acquisition process is contained in a leaflet "Acquiring Land for Highways". (Form Rev. 12-77) This leaflet covers all matters pertaining to the acquisition of right of way, and is available at this meeting. If you are an affected owner, or are interested, please feel free to take a copy with you.

Another leaflet "Moving Because of the Highway" (Form 81-734-3772) is also available. This leaflet contains the many benefits of the 1970 Uniform Relocation Act that are available to the relocatees on a highway project. Please feel free to also take a copy of this leaflet.

Both leaflets will be included in the minutes of this meeting and will be transcribed along with all other statements. (Leaflets included by reference only. Copies on file at La Grande office, 2111 Adams Street.) The time required for right-of-way acquisition and relocation is estimated at twelve to fifteen months from the date of authorization of the project. This will permit adequate appraisal and negotiation time and will provide at least 30 days for relocation of displaced persons, after the State acquires their property. It is important for you to know that eligibility to receive relocation benefit payments is not complete until negotiations to purchase the property have commenced or a notice to vacate has been received from the State. Relocation activities will be in accordance with U. S. Department of Transportation Order No. 5620.1, copies of which are available at this meeting.

If further information regarding the right-of-way program is needed, it is available at the State Right of Way Offices located at La Grande, phone 963-8446, or Bend, 382-1911.

MR. HECTOR: Thank you, Harold. The formalities are now out of the way and it is time to receive your comments. I've got some names here and when I call your name, would you please come forward to that table and speak into the microphone. State your name and speak loudly enough so our recorder will pick up what you have to say. And I will begin by calling on Mr. James Hazel.

MR. JAMES HAZEL: Good evening. My name is Jim Hazel, and I am the Manager for Equitable Savings and Loan. I talked to my superiors in Portland today and I asked them about this and they advised me that they're actually not really enthused about the widening of the roadway. However, they want to be cooperative. They feel that the widening will cause some devaluation of the property, Equitable property. Also, would cause some ingress and egress problems with vehicular traffic into our parking lot.

They would like to suggest, perhaps, that a traffic light could be installed in that intersection which would allow vehicular traffic in and out of the parking lot. Perhaps a mechanically operator-type where the vehicle drives over a tripping device and would activate the light, and this is actually all I have to say.

MR. HECTOR: Thank you, Mr. Hazel. Dick Franks.

MR. DICK FRANKS: My name is Dick Franks. I represent the City of Ontario. We have a number of concerns regarding the project, of course, and I'd like to just read through my little book here on them.

First of all, I would like to say, the City of Ontario is extremely pleased and gratified that the State Highway Commission approved the widening of S. W. 4th Avenue from Park Boulevard to Airport Way as a priority use of economic growth center funds with scheduled construction of the project to begin on or about the summer of 1981. As the Highway Division is well aware, this project has been the number one priority project for the transportation improvements in the City of Ontario for the last 12 years.

The City of Ontario also realizes that construction of this project represents a significant investment of highway funds, which in all probability will not be repeated for many years. The project, when completed, will represent the ultimate improvement of S. W. 4th Avenue for all practical purposes and future funds will, in all likelihood, be committed only to maintenance of the improved section.

With this in mind it is imperative that the project be constructed with an eye to the future, as well as the present, and that the City, the State, and all affected property owners work together so that when complete, the project will represent the best efforts of all parties involved.

With this in mind, the City of Ontario would like to outline its major concerns with regard to this project.

The first concern is the access management. The Department of Transportation has developed access management guidelines for major state highways in urbanized areas within the State of Oregon. While uniform utilization of these guidelines cannot be applied to this project because of the large amount of existing commercial development, some sort of rational access management policy needs to be applied. The City of Ontario recommends, for example, that access on the south side of S. W. 4th Avenue between Park Boulevard and 11th Street be extremely limited and that they pave the alley between those streets to encourage the access onto S. W. 4th Avenue at the intersections of 11th Street and Park Boulevard rather than the present unlimited access situation which presently exists.

The City would further recommend permanent closure of the old emergency entrance to the hospital and limitation of access to the hospital parking lots to the two existing entrances. In several areas, the ingress and egress to commercial properties, particularly fast food drive-through areas, is so close to intersections as to create a traffic hazard. Other areas, such as the north side of S. W. 4th Avenue between Alameda and S. W. 13th Street have such open and poorly defined access, that many vehicles cross property lines when ingressing and egressing to S. W. 4th Avenue. Another example of this unlimited access is on the south side of S. W. 4th Avenue between Dorian Drive and S. W. 19th Street.

In summary then managing the access off of and onto S. W. 4th Avenue from the myriad of uses encountered along this section of highway will assure the long-term safety and viability of this project, as well as improve the productivity of the capacity to be installed.

Under aesthetics, we feel that the community aesthetics are extremely important to this project inasmuch as this section of road is the most heavily traveled section of road in the City of Ontario and indeed perhaps in Eastern Oregon. Therefore several questions relating to aesthetics should be resolved prior to final construction of the project.

The first important question relates to the undergrounding of utilities which are presently overhead along the course of this project. At the present time, the telephone company has relocated all of their facilities underground. Idaho Power Company, the provider of electrical service, should be contacted and a cost differential established for relocation of lines to overhead as opposed to underground services. The undergrounding of electrical utilities and the elimination of overhead wires would significantly improve the urban landscape on this project and would be perhaps the most single important aesthetic consideration that needs to be addressed.

The question of landscaping throughout the project also needs to be examined. At the present time the City has a requirement that 10% of all commercial lot areas be landscaped. While there are many uses which are existing non-conforming uses at this time, due to their construction prior to the implementation of the landscaping requirements in the zoning ordinance, many other uses fall under this requirement and have complied with it.

Elimination of landscaping through construction of this project should provide for comparable replacement of landscaping. In addition, those areas which do not now have landscaping should be examined for installation of landscaping. The four-foot right-of-way strip in back of the sidewalk should be especially considered for this purpose.

It is not the City's intention to transfer to the State the necessity to constantly maintain any landscaping which would be installed as a result of this project. Rather it would be the City's recommendation that an agreement be entered into between the State and the private property owner in which the State would install landscaping consistent with safety requirements dictated by sight distance and the property owner would be responsible for maintaining that landscaping in a reasonable fashion.

When many highway projects are considered landscaping is a "frill" which is viewed as an amenity not necessary to the project. On this project, however, landscaping should be viewed as a permanent long-term and necessary investment to assure that the project will maintain its integrity and identity over time.

Storm drainage. Construction of the S. W. 4th Avenue project will necessitate utilization of existing City storm sewer facilities for some portions of the project. Other portions, however, will need to be serviced by an entirely new system.

To the extent that the City can work with the State to assure that those storm drainage areas whose natural flow is to S. W. 4th Avenue can be handled within the confines of this project, the City is extremely interested in working with the State to oversize those lines which would enable area-wide storm drainage to occur. The City, therefore, would like to meet with the hydrological engineering personnel on this project to review their plan for storm drainage, as well as examine City participation in the oversizing of lines to serve areas which drain to S. W. 4th Avenue.

Orderly Utility Extension. The City of Ontario is committed to extending water and sewer service the length of this project at the time the project improvement occurs so that future services can be extended without the necessity of removing recently installed street improvements in order to extend necessary sewer, water, and other utility services. The City is, therefore, committed to meeting with the utility's engineer on this project to plan for extension of water and sewer service at the time of the improvement of the project.

The City would also expect that the State would meet with all the public utilities (electrical, gas, telephone, cable T.V.) to assure that extensions of these utilities are also accomplished at the time the project is done so that expensive and unnecessary excavation of newly constructed improvements will not be necessary.

Under the area of Retaining Walls. There are several areas throughout the project where the grade differential between the adjoining property and the street is such that retaining walls will be necessary to permanently protect the sidewalk and right-of-way area. Two specific areas which immediately come to mind are the bowling alley property between Verde Drive and S. W. 13th Street and the properties immediately across from the hospital along the south side of S. W. 4th Avenue.

Signing. The location, height, design, size, and setbacks on identification and advertising signs will be a critical area which must be carefully examined. There are several signs which presently create sight distance problems and other signs which are out of size and out of character for the area. Temporary signs should also be discouraged to protect the integrity of the area. While it is not the City's intention to dictate to any specific business the type of sign or materials to be used, the integrity of the project must be protected and therefore signing must be examined in that context.

Traffic Signalization. The City of Ontario realizes that funding of traffic signals is separate and apart from funding of the street project. However, to expedite future construction of traffic signals, as well as avoid costly and destructive excavation, it is recommended that where there is a reasonable assumption that traffic signalization will occur, installation of conduit and other preparatory work be done so that the hardware can be installed at a minimum cost and inconvenience to the State and the City and the public which will travel the roadways.

In the traffic engineering and traffic safety study prepared for the City of Ontario, it is recommended that traffic lights be installed at S. W. 12th Street, Alameda Drive, and Dorian Drive within the next five years. It is therefore recommended that these intersections particularly be examined for installation of conduit and other work which would facilitate construction of traffic signals at a later date.

It is also recommended that the Highway Division closely examine the use of mast-arm signals at the existing intersections at Park Boulevard and Verde Drive rather than the traditional span-wire signals. In the event that the electrical utilities are undergrounded, the use of span-wire would be inconsistent with the objectives of cleaning up the urban landscape.

This next point was one that is of much concern to the City and that is the airport corner design. The traffic engineering and safety study, as well as the Comprehensive Plan show the extension of Highway 201 in the near future from S. W. 4th Avenue to N. W. 4th Avenue. Installation of this link would connect with W. Idaho and N. W. 4th Avenue to improve east-west access in the community.

The present design configuration called for at this intersection does not provide for the extension of Highway 201 north and in fact this extension under the present design would be impossible resulting in a major redesign of the intersection and significant cost to all parties involved.

It is therefore recommended that this intersection be designed to accommodate a future extension which would carry moderate to high amounts of traffic northbound and southbound from this intersection. The City of Ontario is very desirous of working with the State Highway Division to have an intersection design that will meet all needs involved.

Airport access. The conversion of the crosswind runway (Runway 6-24) which is the east-west runway from utilization as an active runway to a light industrial park necessitates an additional access onto Highway 201. The City is committed to working with the State to assure that this access is made at the time of construction of the project.

The City also recommends that the State examine tiling the irrigation ditch across the airport frontage in order to assure the safety of pedestrian traffic on the sidewalk, as well as facilitate orderly traffic movement in this area.

As you are well aware, a project of this magnitude involves many actors and many decisions. The complexity of coordinating the project is high. The City looks forward to working with the State to assure that this project is done in a manner that is permanently satisfying and pleasing to the State, the business community, and the citizens both residents of Ontario and those that will drive on this road in the future. We look forward to working with the State Highway Division to accomplish these objectives. Respectfully submitted, The Ontario City Council, Thank you.

MR. HECTOR: Thank you, Mr. Franks. May I have a copy of that for the record?

MR. FRANKS: I left two in the back of the room already.

MR. HECTOR: Thank you very much. Gary Wood.

MR. GARY E. WOOD: My name is Gary Wood. I think that we need the widening of 4th Avenue. One thing I'd like to make sure of is that the access is wide enough for each business. I'd like to make sure that the State considers the storm drains that are now coming off private property would be able to be tied into the master drain.

I would recommend that in opposition to the City of Ontario that no additional landscaping for those buildings built prior to the landscaping law be enforced.

And I would like to recommend that the State reanalyze the sidewalk on the side of 4th Avenue for the additional land that it will take off from the businesses, such as Equitable Savings, the mini-mall where Bond Office Equipment is, West Park Toyota and some of the others that are closest to the street. And those are the things I'd like you to reanalyze. Thank you.

MR. HECTOR: Thank you, Mr. Wood. Ray Tarter.

MR. RAY TARTER: I have no comment at this time. Thank you.

MR. HECTOR: Mr. Tarter says he has no comments at this time. That is all of the cards that I have that are marked that someone would like to speak. If there is any others here who would now like to make any comment, you are certainly welcome to do so. Nobody has changed their mind and wishes to speak. Okay.

Before we close, I would again like to remind you that written comments will be accepted as a part of the testimony for this hearing. Your written comment may either be left here with us this evening or it may be mailed to the Oregon Transportation Commission, State Transportation Building, Salem, 97310.

We will now officially close this hearing at 8:04 p.m.

Thank you.

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NORTHWEST REGION
FAA BUILDING KING COUNTY INT'L AIRPORT
SEATTLE, WASHINGTON 98108

MAY 14 1980

Mr. W. E. Schwartz
Regional Director
P. O. Box 850
La Grande, Oregon 97850

Dear Mr. Schwartz:

This is in response to your letter of April 14, 1980, which describes the proposed design of Highway 201 at Ontario Airport. The proposed is desirable as it would improve airport access.

The FAA approved airport layout plan identifies several improvements to airport access roads. This plan and the associated access plan are enclosed for your use in designing Highway 201. Please note that you need not be constrained by Runway 6-24 as it has been abandoned.

Sincerely,

J. Wade Bryant

fo/ GEORGE L. BULEY
Chief, Planning and Programming Branch, ANW 610

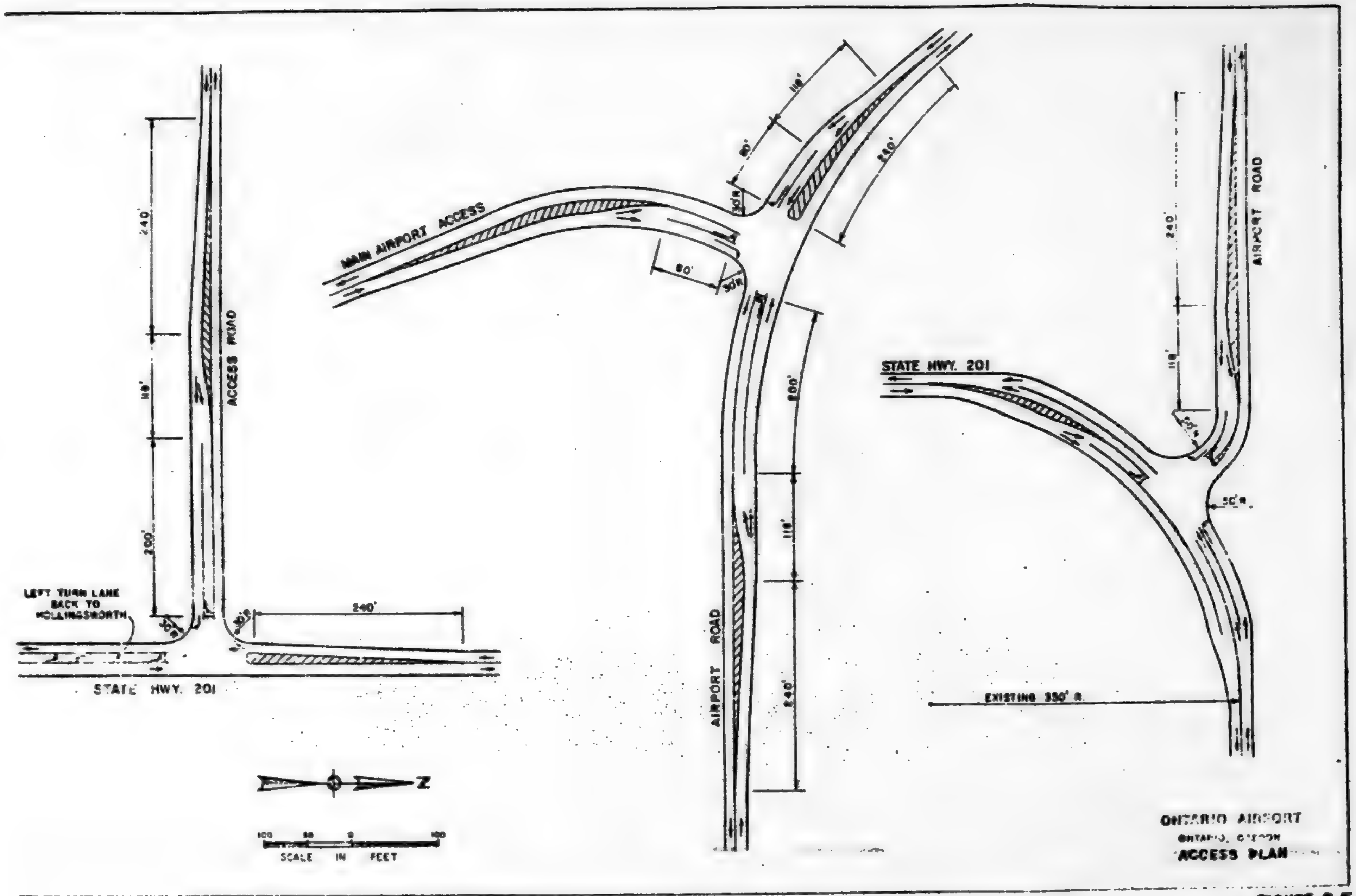
Enclosures

cc: Tom Hardy
Paul Burket

☒ RE ☐ RCE ☐ RME ☒ ROE

☐ RFA MAY 16 1980 ☐

RECEIVED
REGION 5 OFFICE



MAIN AIRPORT ACCESS
AIRPORT ROAD
AIRPORT ROAD
ACCESS ROAD
STATE HWY. 201
STATE HWY. 201
LEFT TURN LANE BACK TO HOLLINGSWORTH
EXISTING 350' R.
240'
118'
200'
240'
118'
80'
80'
30'R
50'R
240'
118'
240'
SCALE IN FEET
100
50
0
100
N

ONTARIO AIRPORT
ONTARIO, OREGON
ACCESS PLAN

FIGURE 8-5

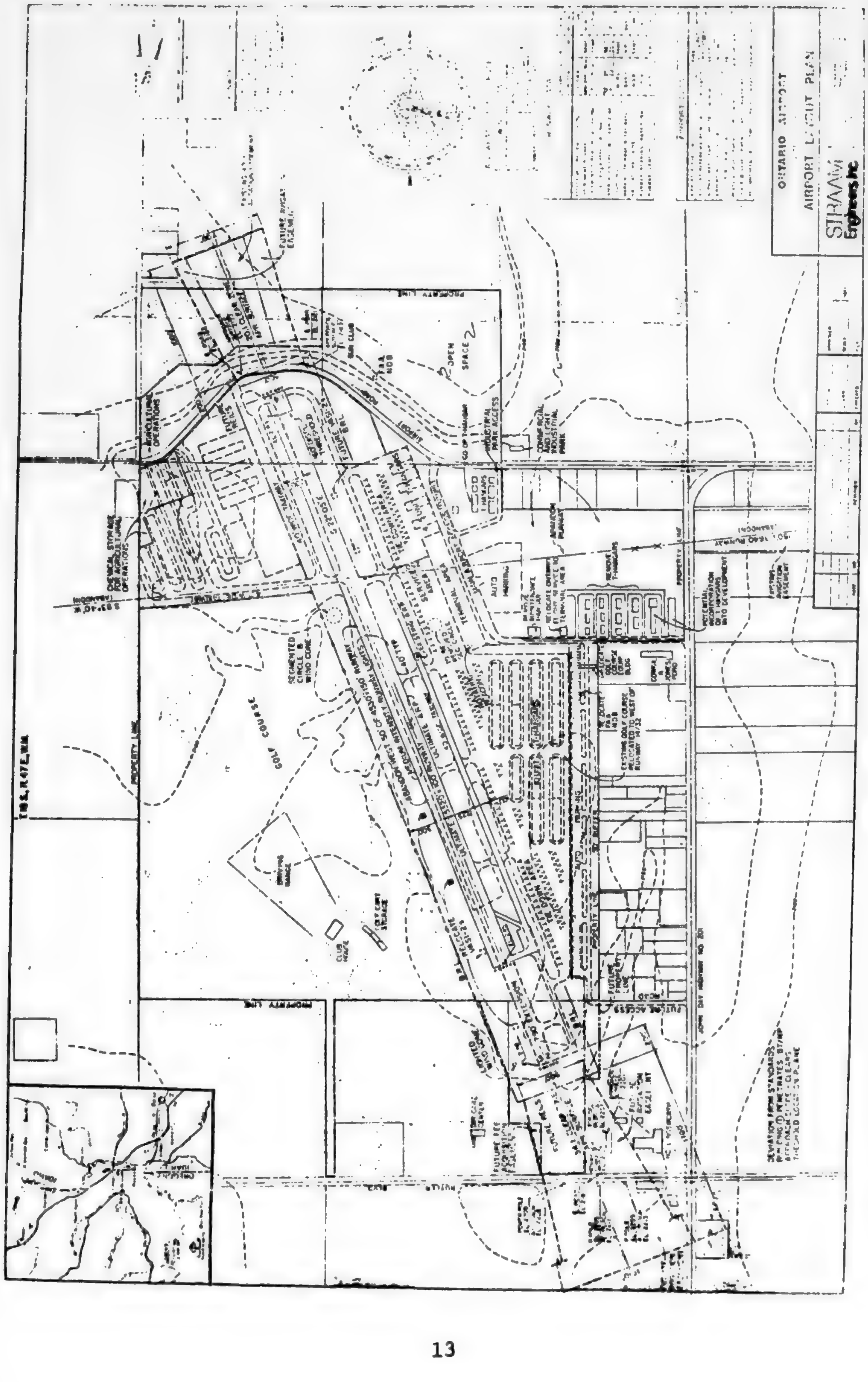

ONTARIO AIRPORT
AIRPORT LAYOUT PLAN
STRAAM Engineers Inc
GOLF COURSE
PROPERTY LINE
OPEN SPACE
SEGMENTED CIRCLE & WIND CONE
AGRICULTURAL OPERATIONS
CHEMICAL STORAGE FOR AGRICULTURAL OPERATIONS
INDUSTRIAL PARK ACCESS
COMMERCIAL AND LIGHT INDUSTRIAL PARK
TERMINAL AREA
AUTO PARKING
DRIVING RANGE
CLUB HOUSE
GOLF CART STORAGE
T18 S, R47E, W.M.
FUTURE ACCESS ROAD

FIGURE 8-1

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

006622

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No..
PRO 6-2

August 8, 1980

NOTED
H. S. COULTER

TO: G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Study Report
Project No. RF-F-DP-28(7)
Ontario-Cairo Jct. Section
Olds Ferry-Ontario Highway (ORE 201)
Malheur County

Enclosed is a copy of a study report entitled "Park Blvd.-Airport Way Section" for the north unit of the subject project to aid you in your evaluation to determine if the Final Negative Declaration, when submitted, adequately addresses the proposed location/design.

Upon FHWA's adoption of the Final Negative Declaration which constitutes location/design approval, we request authorization to proceed with the portion of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $7,000 with obligation of $5,470 in Federal EGC funds.

JLG:bke
Enclosure

cc: H.S. Coulter
E.S. Hunter
F.E. Terpin
Gary Potter
J.H. Versteeg
Walt Hart
W.E. Schwartz (Region 5)
John Grassman

RECEIVED
STATE HWY ENGR
AUG 11 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sgn	Act	File

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
REGION 5 OFFICE
P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

IN REPLY REFER TO
FILE NO.:

PUB 7

June 6, 1980

RECEIVED
STATE HWY ENGR
JUN 11 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Mr. Louis W. Sather
Bye Lanes Recreation
1377 SW 4th Avenue
Ontario, Oregon 97914

Dear Mr. Sather:

Your letter of June 3, 1980, directed to our Salem office, has been referred to me for reply. Your support of the SW 4th Avenue Project has been duly noted, as have your criticisms of our preliminary design proposal.

Your principal criticism of our design seems to center around your access to SW 4th Avenue and the loss of parking spaces in your parking lot. These items will be given careful consideration in the preparation of the final design. Every effort to minimize property taking will be made. If it is possible to provide a safe highway facility and still allow you access to 4th Avenue, your access will remain.

You also asked about the traffic signal and the irrigation ditch headgate. The signal pole will, in all likelihood, be moved directly north and occupy the same relative position behind the new curb that it occupies now. The irrigation facilities will have to be adjusted, the cost to be borne either by the State or Company, depending on whose property the facility is located on and upon what rights the Company has in being there. This information has not been researched at this time.

We appreciate your interest in the project and will keep you informed of final design decisions which affect your property as they are made.

Sincerely,

W. E. Schwartz
Region 5 Engineer

WES/vt
bc: W. S. Coulter
Frank Terpin
Frank Burnett

Form 734-3123

Bye-Lanes, Inc.

1377 S. W. Fourth Avenue Phone 889-5512
ONTARIO, OREGON 97914

NOTED
H. S. COULTER

May 27,1980

Oregon Transportation Dept.
Salem, Oregon

Dear Sirs:

We are in support of your proposal of widening 4th Avenue in Ontario, Oregon. I would like to have on record the objections to the initial plan and point out our unique position.

To begin with, the City of Ontario's proposal that, "This is an improvement and therefore, all pre-existing businesses must comply with the Landscape Ordinance", is totally impossible, as they already recognize.

Second-I would like to oppose any suggestion to close our 4th Ave. exit and entrance. More often than not, if there is more than one car on Verde Drive, you can't get out of our West exit. I have already researched this, as the city asked me to consider closing this exit and to check out the traffic flow. This is the most often used entrance and exit because most of our traffic in and out is at night when there is very little traffic on 4th Avenue. Any change in this arrangement would point all cars, up to 110 at a time, "9:15PM". All in and out of the same exit on 13th Street at one time. I think that if the access was moved east along 4th Avenue, it may help the flow, because of the traffic light immediately west of the exit. I think a suitable arrangement can be worked out without closing our East access.

Third-I would like to be on record as being in favor of trying to get the utility company to put lines beneath the streets and sidewalks.

Fourth-The value of our property is much greater than most others as we are one of the only triple access lots on 4th Ave. and located directly across from West Park Plaza Shopping Center. The value of parking spots is equally important because of the nature of our business. Unlike the normal retail business, whose daily trade, shops anytime throughout the day; all of our daily customers are arriving and leaving at approximately the same time.

This is leading up to support of any alternative of not taking quite so much of the property. If you look at the aerial map you can see that the states proposal cuts into the front row of parking about 5 feet. There is no room to put parking rows closer as they are a few feet too close already. This means that the center row of parking would be eliminated. I have documented proof that every available parking spot on this property (including behind the building and all unpaved areas) are used on a regular basis. It will be difficult to afford the loss of a row of parking.

I think that if the bike path was left off the sidewalks on just the South side would be an alternative. I am also concerned as to where traffic signal pole will be moved to and what will be with the Northboard Ditch Co.'s Headgate and who will bear any expenses accrued there.

Thank you very much.

Louis W. Sather
L. W. Sather
Bye Lanes Recreation
1377 SW 4th Ave.
Ontario, Oregon 97914

RECEIVED
STATE HWY ENGR
JUN 2 '80
6/2
cl
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			X			

R

March 20, 1980

Mr. Paul E. Burket
Administrator
Aeronautics Division, ODOT
3040 25th St. S.E.
Salem, OR 97310

Subject: Park Blvd.-Airport
Way (Ontario)
Olds Ferry-Ontario Hwy.
Malheur County

Dear Mr. Burket:

The attached FAA Form 7460-1 and vicinity drawings are being submitted on the subject project for your review, in compliance with FAA Regulations.

No obstruction to air navigation is anticipated with this project. If you concur, please forward to the property authority.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ADOlson
A. D. Olson
Preliminary Design Engineer

MK:cj
Enclosures

Federal Aviation Regulations, Part 77, Subchapter B below be reviewed.
E BACK OF THIS SHEET AS WORKSHEET

DO NOT REMOVE CARBONS

Form Approved. O.M.B. No. 004-R0001

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

1. NATURE OF STRUCTURE (*Complete both A and B below*)

A. (*Check one*)
☐ NEW CONSTRUCTION ☒ ALTERATION

B. (*Check one*)
☒ PERMANENT ☐ TEMPORARY (*State length of time*) ________ *Mos.*

2. NAME AND ADDRESS OF INDIVIDUAL, COMPANY, CORPORATION, ETC. PROPOSING THE CONSTRUCTION OR ALTERATION (*Number, Street, City, State and Zip Code*)

TO
Oregon Department of Transportation
Engineering Section
Room 218, Transportation Building
Salem, OR 97310

3. TYPE AND COMPLETE DESCRIPTION OF STRUCTURE

A highway improvement project involving widening the existing 2-lane road to 4-lanes with continuous left turn median. (Total width 70-ft) plus 5-ft sidewalk. The existing roadway alignment and profile will be followed.

4. LOCATION OF STRUCTURE

A. COORDINATES (*To nearest second*)

LATITUDE °	'	"	LONGITUDE °	'	"
44	01	30	117	00	16

B. NEAREST CITY OR TOWN, AND STATE: Ontario, Oregon

(1) DISTANCE FROM 4B: Within city limits MILES

(2) DIRECTION FROM 4B: West of CBD

C. NAME OF NEAREST AIRPORT, HELIPORT, OR SEAPLANE BASE: Ontario Municipal Airport

(1) DISTANCE FROM NEAREST POINT OF NEAREST RUNWAY:

(2) DIRECTION FROM AIRPORT:

D. *DESCRIPTION OF LOCATION OF SITE WITH RESPECT TO HIGHWAYS, STREETS, AIRPORTS, PROMINENT TERRAIN FEATURES, EXISTING STRUCTURES, ETC. (Attach a highway, street, or any other appropriate map or scaled drawing showing the relationship of construction site to nearest airport(s). If more space is required, continue on a separate sheet of paper and attach to this notice.)*

S.W. Park Boulevard to Airport Way section of S.W. Fourth Avenue in city of Ontario, Malheur Co., Oregon. The terrain in this vicinity is generally flat. (Copy of map is attached.)

5. HEIGHT AND ELEVATION (*Complete A, B and C to the nearest foot*)

A. ELEVATION OF SITE ABOVE MEAN SEA LEVEL	2188.1
B. HEIGHT OF STRUCTURE INCLUDING APPURTENANCES AND LIGHTING (*if any*) ABOVE GROUND, OR WATER IF SO SITUATED	0.4
C. OVERALL HEIGHT ABOVE MEAN SEA LEVEL (*A+B*)	2188.5

6. WORK SCHEDULE DATES

A. WILL START: Spring 1982

B. WILL COMPLETE: Approx. 6 months

7. OBSTRUCTION MARKED AND/OR LIGHTED IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULAR 70/7460-1, OBSTRUCTION MARKING AND LIGHTING

	YES	NO
A. MARKED		X
B. AVIATION RED OBSTRUCTION LIGHTS		X
C. HIGH INTENSITY WHITE OBSTRUCTION LIGHTS		X
D. DUAL LIGHTING SYSTEM		X

I HEREBY CERTIFY that all of the above statements made by me are true, complete, and correct to the best of my knowledge.

8. NAME AND TITLE OF PERSON FILING THIS NOTICE (*Type or Print*)
Adrian D. Olson
Preliminary Design Engineer
Oregon State Highway Division

9. SIGNATURE (*In ink*): Adrian D Olson

10. DATE OF SIGNATURE: 3/18/80

11. TELEPHONE NO. (*Precede with area code*): (503) 378-6558

Persons who knowingly and willfully fail to comply with the provisions of the Federal Aviation Regulations Part 77 are liable to a fine of $500 for the first offense, with increased Penalties thereafter as provided by Section 902(a) of the Federal Aviation Act of 1958 as amended.

FOR FAA USE ONLY

AERONAUTICAL STUDY NO.

FAA will either return this form or issue a separate acknowledgement.

A. The proposed structure:
☐ Does not require a notice to FAA.
☐ Would not exceed any obstruction standard of Part 77 and would not be a hazard to air navigation.
☐ Should be obstruction ☐ marked ☐ lighted per FAA Advisory Circular 70/7460-1, Chapter(s) ________
☐ Obstruction marking and lighting are not necessary.
☐ Requires supplemental notice. Use FAA form enclosed.

B. FCC was ☐ was not ☐ advised.

REMARKS:

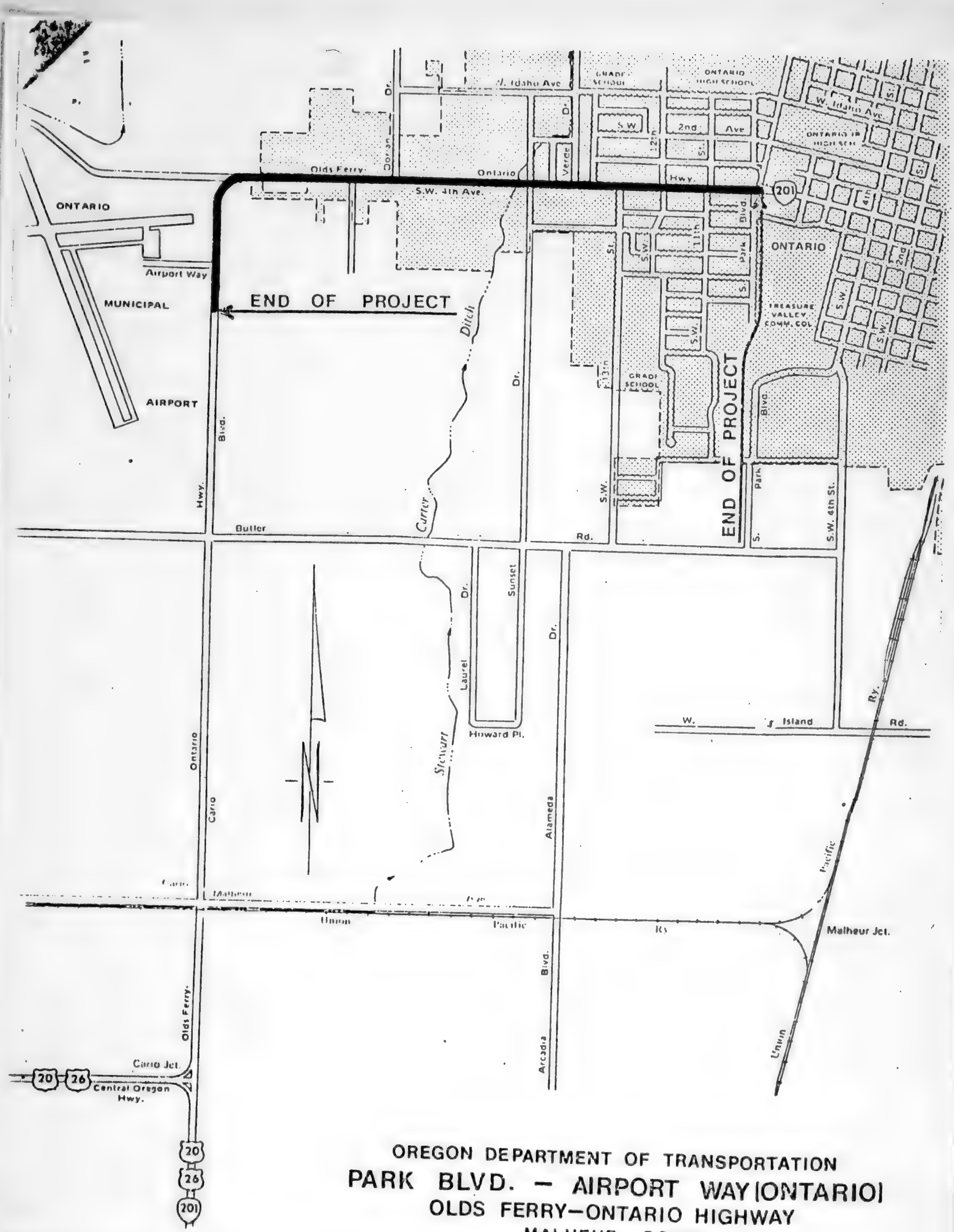
ISSUING OFFICE:

REVIEWING OFFICER

DATE

FAA Form 7460-1 (11-72) SUPERSEDES PREVIOUS EDITION

DO NOT REMOVE CARBONS

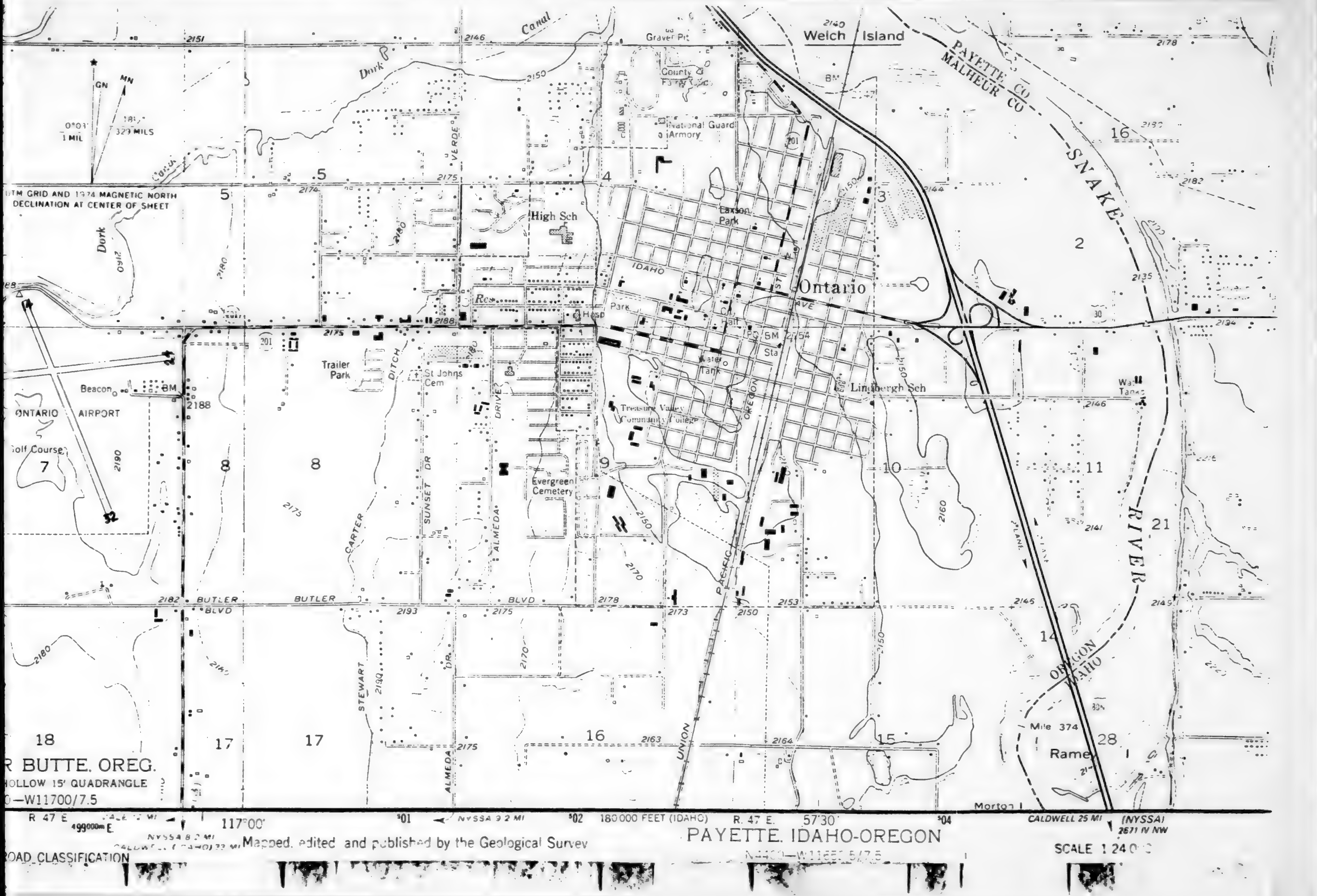

W. Idaho Ave
GRADE SCHOOL
ONTARIO HIGH SCHOOL
W. Idaho Ave.
ONTARIO JR. HIGH SCH.
S.W.
2nd
Ave
12th
St.
Olds Ferry
Doran
Dr.
Ontario
Verde
Dr.
Hwy.
201
S.W. 4th Ave.
ONTARIO
MUNICIPAL
AIRPORT
Airport Way
END OF PROJECT
11th
Park
Blvd.
ONTARIO
TREASURE VALLEY COMM. COL.
4th
St.
2nd
13th
GRADE SCHOOL
END OF PROJECT
Carter
Ditch
Dr.
Hwy.
Blvd.
Butler
Rd.
Sunset
Laurel
Dr.
Howard Pl.
Stewart
Alameda
Dr.
Park
S.W. 4th St.
W.
Island
Rd.
Ry.
Pacific
Ontario
Cairo
Cairo
Malheur
Ave.
Union
Pacific
Ry.
Malheur Jct.
Arcadia
Blvd.
Union
Olds Ferry
Cairo Jct.
20
26
Central Oregon Hwy.
20
26
201

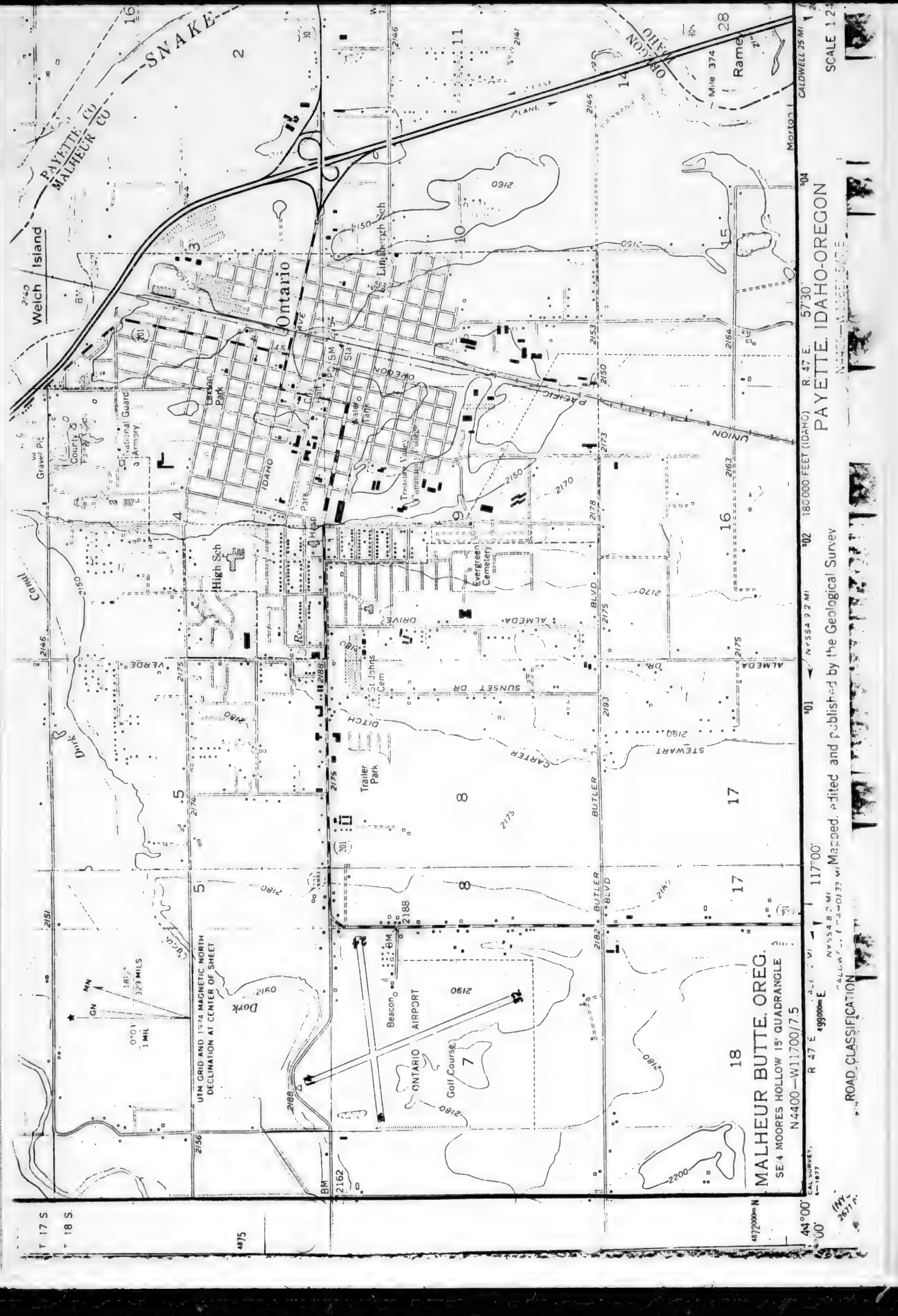
OREGON DEPARTMENT OF TRANSPORTATION

PARK BLVD. – AIRPORT WAY (ONTARIO)

OLDS FERRY–ONTARIO HIGHWAY

MALHEUR COUNTY


Welch Island
Graver Pit
County Fair Grounds
National Guard Armory
PAYETTE CO
MALHEUR CO
SNAKE RIVER
OREGON
IDAHO
Canal
Dork
Ditch
Ontario
Laxson Park
High Sch
Hosp
Park
City Hall
BM 2154
Sta
Water Tank
Lindbergh Sch
Treasure Valley Community College
Evergreen Cemetery
St Johns Cem
Trailer Park
ONTARIO AIRPORT
Beacon
Golf Course
Wat Tanks
BUTLER BLVD
ALMEDA DRIVE
SUNSET DR
CARTER DITCH
STEWART
VERDE
IDAHO AVE
OREGON ST
UNION PACIFIC
Mile 374
Ramey
Morton
UTM GRID AND 1974 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET
GN
MN
0°03' 1 MIL
18¼° 323 MILS
R BUTTE, OREG.
HOLLOW 15' QUADRANGLE
0—W11700/7.5
R. 47 E.
499000m E.
117°00'
NYSSA 9.2 MI
180 000 FEET (IDAHO)
57'30"
CALDWELL 25 MI
(NYSSA) 2671 IV NW
Mapped, edited and published by the Geological Survey
PAYETTE, IDAHO-OREGON
N4400—W11652.5/7.5
SCALE 1:24 000
ROAD CLASSIFICATION


MALHEUR BUTTE, OREG.
SE/4 MOORES HOLLOW 15' QUADRANGLE
N4400—W11700/7.5
Mapped, edited and published by the Geological Survey
PAYETTE, IDAHO-OREGON
ROAD CLASSIFICATION
SCALE 1:24
Ontario
SNAKE
PAYETTE CO
MALHEUR CO
Welch Island
OREGON
IDAHO
UNION PACIFIC
Lindbergh Sch
Lasson Park
National Guard Armory
County Fair Gr
Gravel Pit
High Sch
Treasure Valley Community College
Evergreen Cemetery
St Johns Cem
Hosp
Trailer Park
ONTARIO AIRPORT
Beacon
Golf Course
ALMEDA DRIVE
SUNSET DR
CARTER DITCH
STEWART
BUTLER BLVD
VERDE
Dork Canal
UTM GRID AND 1974 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET
T 17 S
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117°00'
44°00'
57'30"
180 000 FEET (IDAHO)
NYSSA 9.2 MI
CALDWELL 25 MI
Mile 374
Ramey
Morton

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

REGION 5 OFFICE

W. E. Schwartz
Region Engineer

P. O. Box 850 ... ...La Grande, Oregon ... ...Telephone 963-3177

February 15, 1980

NOTED
E. S. HUNTER

Mr. Tom Hardy,
City Manager
City Hall
Ontario, Oregon 97914

Dear Tom:

As per your request of February 5, 1980, here is our best guess as to the timetable to bring S.W. 4th Avenue to contract. The most time-consuming step in the process is right-of-way acquisition. We are estimating twelve months for acquisition, but this could be longer depending upon the success of negotiations.

We have already done a lot of work on this project. Field Engineering and preliminary design are substantially done. Right-of-way liaison studies have been completed. We are now in final typing and in-house review of the environmental statement.

April 1980	Publish E.I.S. and circulate to local government and interested public for review and comment.
May 1980	Corridor-Design Hearing.
July 1980	Final E.I.S. approval and begin right-of-way acquisition.
July 1981	Right-of-way complete. Final Design complete. Request Plan, Specification & Estimate approval from FHWA.
August 1981	Call for bids on contract.

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TECHNICAL SERVICES
FEB 19 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 734-3123

Sept. 1981 Commence construction.

This schedule puts the contract in early fiscal 1982, which is in accordance with our proposed Six Year Highway Improvement Program. Funds may or may not be available at that time to let the contract, but it is probably the earliest date the contract could be let.

I hope this timetable is of some help to you in fielding the questions which are posed to you. Please advise if further information is needed.

Sincerely,

W. E. Schwartz,
Region Engineer

WES/dt

cc: B. S. Hunter w/attachment
Hal Versteeg w/attachment
Frank Terpin w/attachment
Harold Brainerd w/attachment
Frank Burnett w/attachment

CITY OF Ontario.... THE CAPITAL OF EASTERN OREGON

444 S.W. 4TH ST.
ONTARIO, OREGON
97914

February 5, 1980

RECEIVED
STATE HWY ENGR
FEB 7 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. W. E. Schwartz
Region Engineer
State Highway Division
P.O. Box 850
LaGrande, Oregon 97850

Dear Pat:

Thank you for furnishing us a copy of the "Proposed" Six Year Highway Improvement Program. We were very gratified and encouraged to see S. W. 4th Avenue included in the program in 1982 with Economic Growth Center Funding.

I have received a number of inquiries from property owners along S. W. 4th Avenue, as well as from our City Council, as to the proposed schedule of preliminary design, environmental assessment, right of way inventory and acquisition, and final design processes and procedures. Would you please, if possible, let me know what the State's tentative timetables are concerning this project so that I may in turn inform the City Council?

I realize that any substantial commitment of time or effort must await formal adoption of the Six Year Program and that the process and procedure dates which you can furnish would be preliminary at best. However, any help you can give in this matter would be appreciated.

Again thanks for all of your support and help and I look forward to working with your office on this important project.

Sincerely,

Tom Hardy

Tom Hardy
City Manager

TH:rmg

cc: City Council
Tony Yturri, Chairman
✓Fred Klaboe

RECEIVED
DOT DIRECTOR
FEB 7 '80
REFER TO
Coutts
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

FORM 81-734-3030-X 9612

Ontario

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
January 28, 1980

FILE:

FROM: W. E. Schwartz
Region 5 Engineer

SUBJECT: Access Control
S.W. 4th Avenue
City of Ontario

TO: E. S. Hunter
Technical Services Section

SALEM

While discussing the right-of-way liaison report with the agent who proposed it, I discovered that the Right-of-Way Section is planning to take access control on this section.

I see no reason why we should attempt to control access on a section of highway where the roadside is fully developed and where the property is fully accessed.

I have discussed this matter with assistant right-of-way manager Rod Henry who confirmed that they were planning to control access. He also told me that Right-of-Way got their direction from the Road Design Section with regard to whether or not access control is to be taken. I don't know if Road Design has been consulted in this particular instance. He cited the similar situation on 3rd Avenue in Bend where access control was taken.

If the decision to take access control on the S.W. 4th Avenue project has been made, I urge that the decision be reconsidered. Since all of the adjacent property is already fully accessed, little or nothing can be gained by attempting to further control the access and will only make the negotiations more difficult, time consuming and costly.

Agree
Watson 2/1/80

(Vol in Transport [illegible])

WES/vt
cc: Rod Henry
Hal Versteeg
Harold Brainerd

1 Versteeg ✓
Anderson
3
Sullivan
2

RECEIVED
JAN 2
ROAD DESIGN SECTION

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: SW Park Blvd - Airport Way (Ontario) MALHEUR

DATE: January 15, 1980

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~[illegible]~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

RECEIVED
STATE HWY ENG'R
JAN 17 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

Attachment:
cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
Region Engineer 5
District Engineer 14

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7912 2 630

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

BEN GIFFORD
12-14-79

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Administrative Services Division
Dept. of Environmental Quality
RECEIVED
DEC 20 1979
JAN 4 1980

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

P N R S - STATE REVIEW

Project #: ____________ Due Date: JAN 11 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☐ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects. (Explain in Remarks Section)
- ☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ☑ Please coordinate the implementation of the proposal with us.
- ☑ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

This project may have major noise impacts associated with it. The DEQ Noise Pollution Section is interested in reviewing the Draft Negative Declaration.

Agency DEQ

By Howard M. Harris

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

RECEIVED
DEC 20 1979
DIVISION OF STATE LANDS

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: 7912 2 630 Due Date: JAN 11 1980

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

(✓) Additional comments for project improvement. (Attach if necessary)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

United States Department of Agriculture
Soil Conservation Service
46 S.W. 2nd St.
Ontario, Oregon 97914

January 8, 1980

Project Management Section
207 Transportation Bldg.
Salem, Oregon 97310

Gentlemen:

I have reviewed the proposed project, PRO 6-5, to improve SW 4th Avenue in Ontario. This project is badly needed from a safety and traffic congestion standpoint.

We've recently been working with Mr. Y. Tomiyoshi on a project that would be affected by the highway improvement. I've marked the area on the map.

Mr. Tomiyoshi would like to do something with the ditch that runs right along the highway. It is so close to the highway it's both dangerous and difficult to maintain. I've discussed the proposed highway improvement project with him and he has decided to wait on his project.

He would appreciate being kept informed of the plans, etc., on this project.

Sincerely,

Herbert B. Futter

HERBERT B. FUTTER
District Conservationist

Noted
H. S. COULTER

cc:
Y. Tomiyoshi, 2921 S.W. 4th Avenue, Ontario, Oregon

12-14-79
BEN GIFFORD

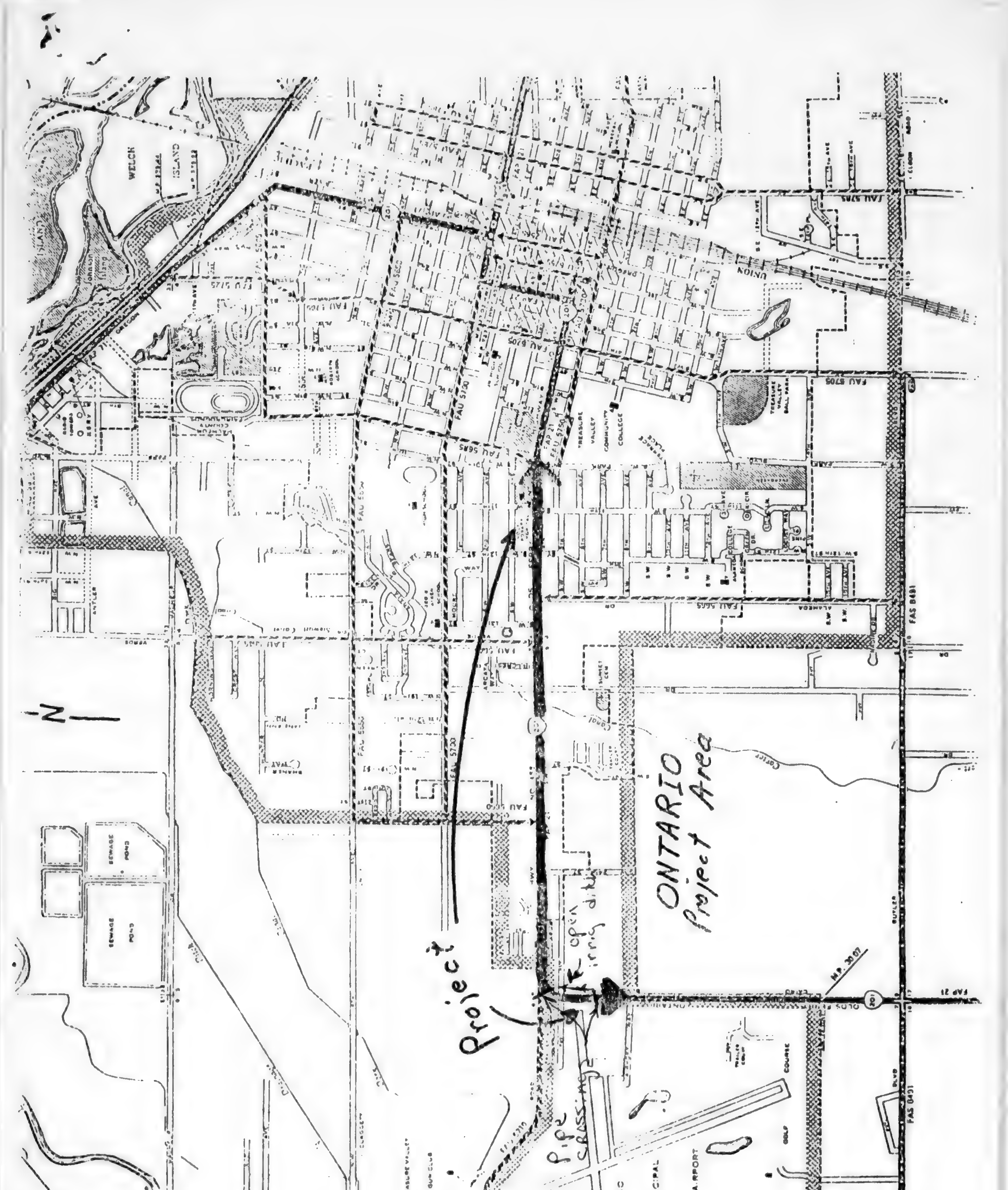
Attachment

cc: G. L. Green
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart
Aeronautics Division
B. L. Gifford
Region Engineer: 5
District Engineer: 14

RECEIVED
STATE HWY ENGR
JAN 16 '80
REFER TO
FOR

Info	Imms	R/D	D/R	Sgn	Act	File
						✓

PROJECT MANAGEMENT BRANCH
[✓ PSE] STE ☐
FILE ☐ RE ☐ PRE ☑
REFERRED TO
FOR
FILE: PM FA LG.


-N-
ONTARIO
Project Area
Project
open irrig ditch
Pipe crossing
WELCH ISLAND
UNION
TREASURE VALLEY COMMUNITY COLLEGE
TREASURE VALLEY BALL PARK
SEWAGE POND
SEWAGE POND
TREASURE VALLEY GUN CLUB
ONTARIO MUNICIPAL AIRPORT
MUNICIPAL GOLF COURSE
FAU 5725
FAU 5705
FAU 5695
FAU 5650
FAU 5730
FAP 21
FAS D491
M.P. 30.07
BUTLER
201

1983 SW Park Blvd.-Airport 9618
Way Sec. of the Olds Ferry-Ontario
Hwy. (Grad., Pav. & signals) #1

(#2)

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 14, 1979

In Reply Refer to
File No.: PRO 6-5

TO Executive Department
Federal Aid Coordination Unit

NOTED
H. S. COULTER

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 14
Section: S.W. Park Blvd.-Airport Way (Ontario)
Highway: Oldsferry-Ontario Hwy. OR-201
County: Malheur

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg
Gary Potter
W. J. Hart
Reg. 5 Engr: W. E. Schwartz
Dis. 14 Engr: C. D. Hiatt
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
DEC 18 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02 12] APPLICANT [45: Department of Transportation — 46] DIVISION [79: Highway

03 12] APPLICANT ADDRESS STREET [45: O'DOT Building — 46] CITY [60: Salem — 76] ZIP [80: 97310

04 12] CONTACT PERSON [45: D. H. Moehring — 46] AREA CODE [48: 503 — 49] PHONE [55: 378 — 56] EXTENSION [59: 6563

01 12] PROJECT TITLE [71: S. W. Park Blvd.-Airport Way (Ontario)

11 12] PROJECT LOCATION—CITY: Oldsferry-Ontario Hwy. OR-201 — PROJECT LOCATION—COUNTY: Malheur — PROJECT LOCATION [79: SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To widen, grade, pave, and construct curbs, sidewalks and two-way left turn lane

06 12] on SW 4th Avenue in Ontario from SW Park Boulevard 1½ miles to Airport Way. The [71

07 12] current two-lane facility is heavily congested with traffic and adjacent develop- [71

08 12] ment. The proposed project woule be a four-lane roadway with a left turn lane. [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
1,760,000	---	240,000	---	---	2,000,000

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 — 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71: Title 23 USC Highways

15 12] FEDERAL AGENCY NAME [45: U.S. Department of Transportation — 46] FEDERAL SUB-AGENCY NAME [79: FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 — INTER-STATE ☐ 13 — COUNTY ☐ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: (SAME)

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: Jan — 43] DAY [44: 18 — 45] YEAR [46: 1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: (Same)

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of MAJOR-NONSIGNIFICANT environmental impact under Oregon's Action Plan.

f-21 (-)

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Date October 15, 1979

Section SW Park Blvd-Airport Way (Ontario)
Unit (if appl)
County Malheur
City Ontario
Highway Olds Ferry - Ontario
State Hwy. No. 455
Termini: M.P.(if appl) M.P. 27.9-29.4
Length 1.5 Miles
Region #5
Construction Estimate $2,000,000 Program Amount

B. Purpose of Project:

To widen, grade, pave, and construct curbs, sidewalks and a two-way left turn lane on SW 4th Avenue in Ontario from SW Park Boulevard 1 1/2 miles to Airport Way. The current two-lane facility is heavily congested with traffic and adjacent development. The proposed project would be a four-lane roadway with a left turn lane.

C. Origin & History of Project: SW 4th Avenue has historically developed as a commercial arterial. The SW 1st Street to SW Park Boulevard section was improved to four lanes in the late 1940's. Continued steady growth since that date has created a deteriorating and congested situation on the remaining unimproved sections of SW 4th Avenue. The situation has become especially critical following the construction of a large shopping center in 1970. An engineering survey was completed in 1974 for improving the larger Ontario to Cairo Junction Section, but the project was deferred because of funding limitations. The current proposal includes only 1.5 miles of the original four-mile length of the Ontario to Cario Junction section.

D. General Description of Project: Construction of 1.5 miles of roadbed involving grading, base rock, paving, curbs and gutters, and drainage facilites. The existing road is a two-lane facility, which lacks adequate shoulder widths to facilitate the movement of existing traffic; and is extremely congested due to adjacent developments. The proposed facility will consist of four travel lanes, a refuge/left turn lane, and shy distance from curbs.

Alignment: New ______ Existing ______ Combined x

Typical Section: Existing: No. Lanes 2; Med. Left Turn; Shldrs. ____; Parking ____
Proposed: No. Lanes 4; Med. Left turn; Shldrs. yes; Parking no

Traffic: Existing Facility: Existing ADT 6200(1977); Projected ADT ______; Yr. ____
Existing Level of Service Poor

Proposed Facility: Projected ADT ______; Yr. ______
Projected Level of Service

Right of Way: Additional anticipated Yes (Yes, No); if yes, give approx. No. Parcels Nearly 100

Acres 5 - 10; Type of Relocation Req. One small market; No. 1

Materials Source, Borrow, Waste Disposal Requirements, if any:

Local Sources

Type of Structure(s):

Irrigation ditch crossing

Brief Description of River or Stream and Type of Involvement, if any:

None

Local City, County or COG priorities of project:

Number one city and county priority

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

ALTERNATIVE #1 - A four-lane section with travel lanes with a shy distance from curbs and a median. This would require acquisition of one structure and greatly minimize damage to others. On street parking would be eliminated.

ALTERNATIVE #2 - No build. This unacceptable to local officials and citizens. Extreme traffic congestion is a safety hazard and is affecting adjacent businesses.

Other Descriptive Information or Comments:

If the curve at airport corner is flattened, more right-of-way will be required and additional structures could be affected. This will be analyzed in project development.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural: The project is located on the southwest urban-rural fringe of Ontario, in an area experiencing explosive commercial development. Situated in the Snake River Basin on the Oregon-Idaho border, Ontario is the industrial, commercial and service center for more than 250,000 acres of intensively irrigated agricultural land. With an elevation of just over 2,000 feet, together with some of the warmest summer temperatures in Oregon, and an annual precipitation of 8 to 10 inches, the area supports some of the most drought-tolerant natural vegetation types in Oregon. These include sage varieties, as well as greasewood and salt tolerant grasses. Natural vegetation in the project area has been replaced by agricultural activities and by urban related land uses. Introduced vegetation types have in turn also been replaced by urban related development. However, some ornamental shrubs and trees do remain and will be affected by the project. Area soils are light in color, light and silty in texture - some with hardpan and some with alkaline deposits exposed at the surface. These soils are easily moved by the wind action when exposed. Drainage along the existing roadway has become an increasing problem as continued development has altered existing drainage patters. A Storm drainage system is planned as part of the project. Wildlife has largely been replaced by agriculture and urbanization, but rabbits, pheasant, waterfowl are still present in the area.

2. Cultural: Ontario is the agricultural, industrial, commercial and service center of the immediate Snake River Valley area (outside the Boise Valley 40-60 miles away). Since the completion of the Owyhee Irrigation Project in the late 1930's, Ontario has experienced the most significant growth of a number of nearby communities, because of its centralized location. However, the introduction of an Idaho Sales Tax in 1966 helped promote an era of very rapid economic growth. Since 1970 the population of Ontario has experienced nearly a 40% growth rate, increasing from 6523 in 1970 to 9000 in 1979. While agriculture is still the mainstay of the local economy (centering on potato, onion, sugar beet, corn, wheat and livestock production), agricultural processing, retail trade and service to Idaho-based residents are a major support for this growth. The development along SW 4th Avenue in particular is strongly related to this Idaho connection. Current land uses adjacent to the project area are primarily commercial in nature. Only three or four residences still remain and most of these have business associations. Commercial businesses along the 1.5 mile length of the proposed project now number in excess of 100. Most of these have located here since 1970, but nearly 20 major businesses have originated since 1976 (i.e. Bi Mart, Wards, Kings Table, a small shopping mall, etc.). A major enclosed shopping center and three major automobile dealers lead the list of businesses constructed from 1970 to 1976.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Ontario has planned for this road improvement for many years and has required building set-backs in anticipation. Consequently, relocation will be kept to a minimum. Other businesses may receive varying amounts of damage - mostly to advertizing signs. The greatest concern of adjacent businessmen is that right-of-way acquisition be kept at a minimum to least affect business operations - particularly parking.

2. Estimated Impact on Traffic Patterns:

The project would greatly facilitate traffic movements along SW 4th Avenue.

Consequences--Air Quality, Noise, Safety, etc.:

Safety greatly improved; and air and noise should be somewhat reduced with the lessening of traffic congestion.

3. Estimated Impact on Land Use: Completion of the project will result in more efficient use of existing adjacent land uses. Since the area has been very rapidly developing without the benefit of the street improvement, the completion of the project should do little to promote additional development. In essence, the project is aimed at bringing up to standard a section of road already nearly completely developed.

Consequences: No doubt SW 4th Avenue will continue to develop beyond the borders of the currently proposed project - development that could occur somewhat faster than if street improvements were not done. Much of this additional land is currently under irrigated agricultual activities.

4. Expected Impact on Natural Ecological Resources:

None. The natural landscape in the area has long ago been reshaped by agricultural and commercial activities.

Consequences:

5. Expected Impact on Cultural and Scenic Resources: No parks, playgrounds, scenic or historical sites, or other cultural resources will be affected. However, the alignment of the project near Airport Way does conflict with the glide path of a secondary runway at the Ontario Airport. This conflict does not appear to be serious as the existing roadway represents the same conflict. In fact, the new alignment actually improves this situation as right-of-way acquisition places the expanded portion of the roadway more distant from the airport. A cultural resource survey may be required.

CONSEQUENCES:

6. Preliminary Identification of Areas of Critical Concern:

None

7. Potential for Controversial Issues:

1. Right-of-way acquisition.
2. Relocation of one structure and some advertising signs.
3. Loss os some parking for existing adjacent businesses.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards

The completion of the project should have a positive impact on air and noise with the lessening of the current congestion problem. A noise study will be required.

c. Water Quality Standards

Consistent.

d. Area Land Use and Transportation Plans, and Zoning

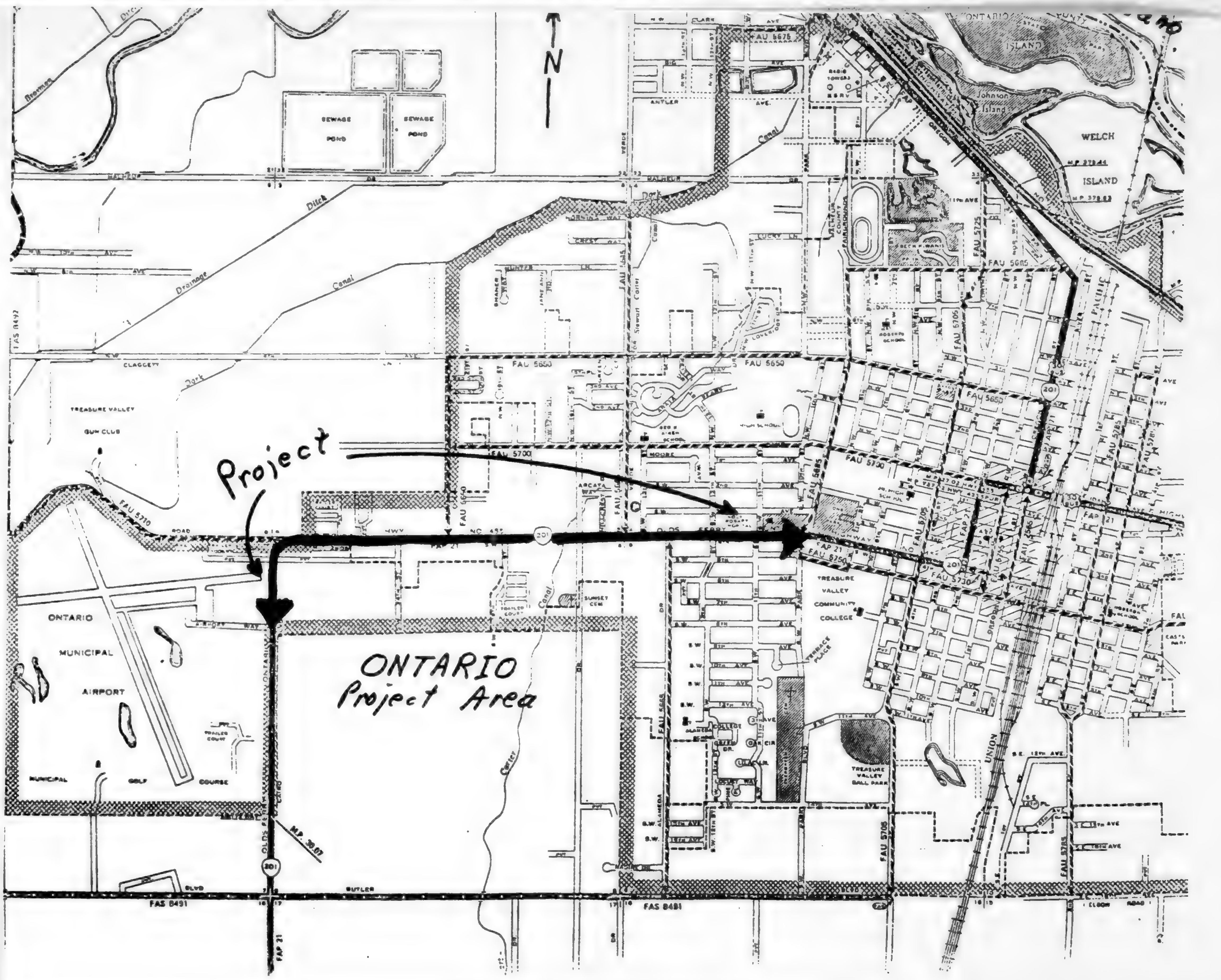
The proposed project is identified and recommended in area land use and Transportation plans.

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION-----------------		----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
D & FEIS	[✓ D & F Neg.Dec.]	ASSESSMENT ONLY
Section 4(f)	Section 4(f)	STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation: While the proposed project is a major action in scope, right-of-way acquisition is limited to a narrow strip on either side of the existing roadway with the expectation of only a single relocation. No other adverse impact in the natural or human environments are anticipated. Recommended type of action is Category #3 major, non-significant.

D. Recommended Project Category: 1 2 [✓ 3] 4


N
Project
ONTARIO
Project Area
ONTARIO MUNICIPAL AIRPORT
MUNICIPAL GOLF COURSE
TREASURE VALLEY GUN CLUB
SEWAGE POND
SEWAGE POND
WELCH ISLAND
ONTARIO
ISLAND
Johnson Island
TREASURE VALLEY COMMUNITY COLLEGE
TREASURE VALLEY BALL PARK
TERRACE PLACE
MALHEUR COUNTY FAIRGROUNDS
HIGH SCHOOL
UNION PACIFIC
Drainage Ditch
Canal
Carter
SUNSET CEM
TRAILER COURT
CLAGGETT
BUTLER BLVD
ELDON ROAD
FAS 8491
FAS 8492
FAU 5710
FAU 5650
FAU 5700
FAU 5685
FAU 5705
FAU 5725
FAU 5730
FAU 5785
FAU 5676
FAP 21
201
M.P. 30.07
OLDS FERRY - ONTARIO HWY
NC 452
ALAMEDA
VERDE
MALHEUR

November 19, 1979

The Honorable E. M. Seuell
Malheur County Judge
251 B Street West
Vale, Oregon 97918

Dear Judge Seuell:

At the recent Transportation Commission meeting in Ontario, you identified several highway-related concerns of Malheur County. I will discuss them with you point by point.

You expressed a concern that there were no rest areas along the Central Oregon Highway between Buchanan and the Idaho state line. We are aware of this problem, and at one time made a study to select suitable locations for rest areas. However, because of the current condition of our highway system and our rather bleak financial outlook, we have not placed a high priority on constructing and maintaining new rest areas.

You point out a need for improvement of US 95 from Jordan Valley toward Ontario. We feel that the section of this highway in Oregon is improved to a more-than-adequate standard and plan no further improvements at this time. By far the worst section of this highway is in Idaho over the Marsing grade. We underatand that Idaho is planning to improve this section and are supportive of their effort.

At your suggestion, we are having a study made of the Cairo Junction intersection. When our study is completed, we will advise you of the results and what we propose to do.

The S.W. 4th Avenue project is in the new Six-Year Highway Improvement Program and is scheduled for construction in fiscal year 1982. Because of the number of right-of-way parcels which will be required, this is the earliest date that the contract can be let.

The State is aware of the County plan for a south side bypass. We conducted reconnaissance studies on alternate bypass routes a few years ago. The study disclosed that a bypass route would definitely help the traffic condition in Ontario, but if a bypass were built, the S.W. 4th Avenue improvement could not be justified. We were told by both the City and the County at the time that they would not push for a bypass if it was going to jeopardize the S.W. 4th improvement. We believe the S.W. 4th improvement will accommodate the traffic for a number of years. I suggest that you not push for a bypass route until such time as the proposed S.W. 4th improvement will no longer handle the traffic.

I believe Mr. Klaboe told you at the Commission meeting that the old steel bridge across the Snake River in east Ontario is a high priority of ours, but we have to wait for the State of Idaho to participate in the project. It is in our new Six-Year Program for 1981, and it will be built at that time if Idaho is ready to participate.

Because of a design error, we are planning to make necessary repairs to the Malheur River Bridge and Butte Drive.

The repair work can be accomplished quicker by the use of State forces than if we go through the steps to award a formal contract. You will be advised what is to be done and when the work will start when our plans are complete.

I would like to encourage you to attend our hearing on the new Six-Year Highway Improvement Program which will be held in Ontario on December 4. The meeting will be held in the City Council Chambers at 7:30 p.m. At that time you will have an opportunity to give formal input to our program.

I hope to see you at the Ontario meeting.

Sincerely,

H. S. Coulter
State Highway Engineer

WES:vt dc

bc F. B. Klaboe
W. E. Schwartz
D. H. Moehring
L. E. George

MALHEUR COUNTY

REFER TO
[illegible]
By STATE HWY. ENGR.
[illegible]

Judge E. M. Seuell

1) Highway 20 does not have a rest area until you get to Buchanan from the State Line.

2) Highway 95 - stretch of highway needs improving from Jordan Valley this way.

3) Suggested a study be made of the Cairo Junction Interchange. The interchange is confusing when you are coming from Ontario going to Vale. Suggested better lighting. [illegible]

4) Supports the City of Ontario for their request for improvements on S. W. 4th Avenue.

5) County's objective is a long-range transportation plan for Malheur County, including a bypass route from south of Ontario to I-80 east of Ontario (see letter and map attached).

6) Another concern is the old bridge east of Ontario that crosses the Snake River.

7) State constructed a bridge and now there are some structural problems. Department is working with them on it. (No location given)

Mr. Klaboe advised the Judge that the Snake River Bridge is high on the State's priority list but it is convincing the State of Idaho.

The County of Malheur

Office of the County Court
COURTHOUSE

[503] 473-3123

P.O. BOX 130
VALE, OREGON 97918

October 24, 1979

Testimony to the Highway Commission

We appreciate the Oregon State Highway Commission holding their hearing in Ontario, making it possible for us to present our concerns about our state highways.

Our first objective is to support the City of Ontario with their request for improvements on S. W. 4th Avenue. This problem is urgent and immediate.

Our next objective is our long range transportation plan for Malheur County. Included in this is a by pass road from south of Ontario to I-80 on the east of Ontario.

Our Road Advisory Committee and our Transportation Committee for our Comprehensive Plan are one and the same. Their recommendation is before you in a letter and map showing the proposed route. It has several advantages in that it for the most part follows existing streets and roads. It could be made a truck route and take all of the heavy truck traffic from S. W. 4th Avenue.

Easy access from Butler Boulevard to the city center is available by using Sunset and Alameda Drive and S. W. 4th Street. S. W. 2nd Street would route loaded trucks to Ore-Ida processing plant.

Butler Boulevard was picked as the by pass route as the present planning calls for no residential development south of this road. The land south of this is prime agricultural land and should remain as such. A more southerly route would put a great deal of pressure to subdivide this land. Therefore, we would urge your serious consideration of this plan as soon as it can be realized.

Another concern we have is the old bridge east of Ontario that crosses the Snake River. We feel it should be high on any priority list.

Again, we want to thank you for the opportunity to voice our concerns and hope you have a pleasant stay in Ontario, the capital of Eastern Oregon.

E. M. Seuell
Malheur County Judge

October 24, 1979

To the Oregon Transportation Commission,

The Malheur County Road Advisory Committee representing the Four road districts in Malheur County and the County Road Department recommend that an alternate highway route be provided to improve the flow of traffic through Ontario.

We believe that the widening of the present Butler Blvd. from it's intersection with Highway 201 easterly to it's intersection with Southwest Fourth Street and the lenghtening of Butler Blvd. easterly over the Union Pacific rail lines to Southeast Second Street will provide this needed relief.

This route would reduce the traffic flow through the underpass on Idaho Avenue. It would provide relief for the hauling of farm products to the packing sheds and processing plants along the Union Pacific rail lines.

This route could also be used by traffic going westerly and southerly on Highways 201, 20 and 26 from Interstate 80.

This route could continue easterly from Southeast Second Street to provide for the movement of heavy truck traffic as this urban growth area becomes more industrialized.

Also, it would provide relief from the increasingly heavy traffic flow along Southwest Fourth Avenue by the use of the connecting roads (streets) between Southwest Fourth Avenue and Butler Blvd. Namely, Sunset and Alameda Drives and Southwest Fourth Street.

We support the City of Ontario in their request for the needed improvements on Southwest Fourth Avenue.

We recognize and appreciate the work being done in Malheur County by the Department of Transportation.

N A Toole

N. A. Toole
Chairman of the Road Advisory Committee

TESTIMONY

TO:

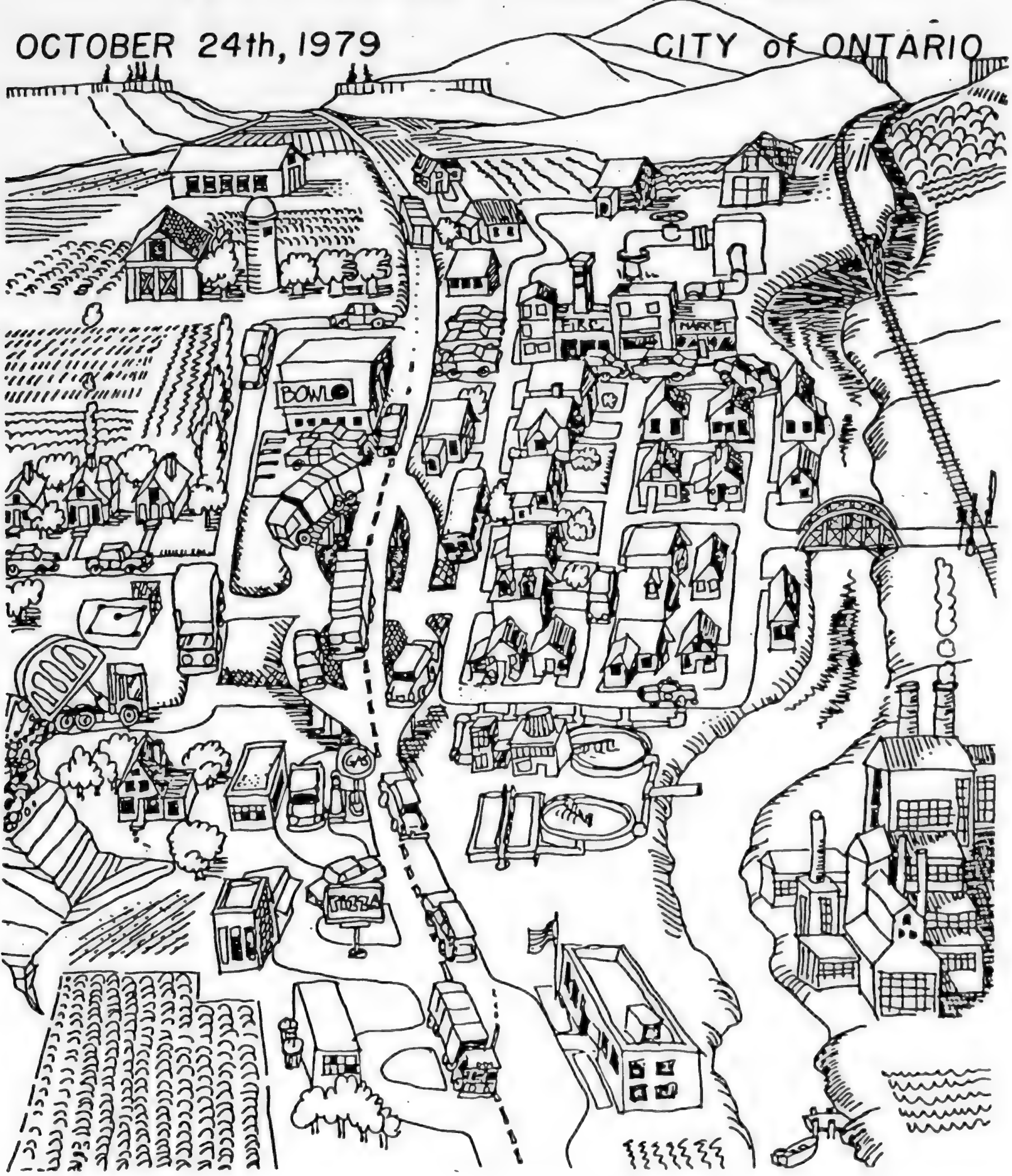
OREGON STATE HIGHWAY COMMISSION

FOR:

S.W. 4th AVENUE PROJECT REQUEST

OCTOBER 24th, 1979

CITY of ONTARIO


BOWL
F.R.C.
MARKET
GAS
PIZZA

FOR: Fred Klaboe

TESTIMONY TO: October 24, 1979

OREGON STATE HIGHWAY COMMISSION
Anthony Yturri, Chairman

From:

CITY OF ONTARIO, OREGON
Ralph C. Cornmesser, Mayor

Chairman Yturri and Honorable Members of the Commission:

It is with a great deal of pleasure that I welcome you to the City of Ontario today. It has been many years since the full Transportation Commission has met in Ontario for the purpose of discussing the Six-Year Highway Improvement Program. We feel that it is a credit to you and particularly to your fine Chairman who has been an outstanding member of our community for many years and has represented our community before the State Legislature for many years.

The City of Ontario is here today to request that the Oregon Transportation Commission include on its Six-Year Improvement Program the improvement of S. W. 4th Avenue from Airport Corner to Park Boulevard as a fully-improved four-lane highway with a center left-turn lane.

It is not our intent in coming before you today that the past history of S. W. 4th Avenue and the various improvement projects proposed for it be reviewed. Although this project has been on and off of State Highway Improvement Programs for the past ten years, we realize that many changes in Federal funding formulas, reductions in revenues, and other unforeseeable events may have caused the funds which might have otherwise been available for this project to be allocated to other projects around the State. We are, however, vitally interested in this project and are prepared to present what we feel are valid data indicating the immediate need for this improvement project. It is our hope that after our presentation you will concur with us and include this improvement project on your Six-Year Highway Improvement Program.

POPULATION GROWTH

The City of Ontario has become the shopping and trade center for the entire Eastern Oregon-Western Idaho area, serving an existing population of 50 to 60 thousand people. After many years as a small sleepy town, it has grown to become an important, regional economic growth center, experiencing a 28% growth rate between 1960 and 1970, and a 40% growth between 1970 and 1978. At the present rate of growth, Ontario could very easily double its population by the year 2000, becoming a city of nearly 18,000 people serving a regional trade area of approximately 80,000 people.

TABLE I

ONTARIO POPULATION GROWTH

Year	Population	% Increse	%/Year
1950	4,465		
1960	5,101	14.2%	1.4%
1970	6,523	28.0%	2.8%
1978*	9,000	40.0%	5.0%

*estimate - Portland State University

ECONOMIC GROWTH

The dramatic population growth rate does not tell the full story of economic expansion in Ontario. Retail sales between 1967 and 1972 increased by 67%. In 1977 retail sales in the City of Ontario exceeded 87 million dollars. Even after factoring for inflation, this represents a real growth of more than 100%.

TABLE 2

RETAIL SALES - ONTARIO

Year	Sales	%Increase	%Increase after inflation*
1967	$28,500,000		
1972	47,664,000	49%	
1977	87,000,000	83%	102%

*Based on Portland CPI, 1967 = 100

Evidence of Ontario's rapid growth is expressed in the building activity which has taken place in our community over the last four years. As Table 3 indicates, Ontario has experienced almost 28 million dollars growth over the past four years with assessed values in the community rising 58%, to $168,000,000.

Building permit activity has been distributed throughout the residential, commercial and industrial sectors of the economy.

TABLE 3

Year	Building Permit Activity	Assessed Value	%Increase
1976	$6,100,000	$106,000,000	-
1977	8,300,000	122,000,000	15%
1978	7,700,000	141,000,000	15%
1979	5,800,000*	168,000,000	19%
Total	$27,900,000		58%

*Through September 30, 1979

REGIONAL BUSINESS CENTER

In addition to the tremendous building activity and retail sales activity, Ontario has become the regional center for professional services. Ontario has one of the largest hospital facilities in Eastern Oregon with an extensive medical staff practicing in Ontario. In addition, dental, optical, and pharmaceutical professionals have established businesses in the community. Legal, public accounting, engineering, architectural, and other professional firms, serving the entire Eastern Oregon area, have chosen to locate in Ontario.

Ontario also acts as a regional shipping and trucking center. As the "Agricultural Center" of Eastern Oregon, the City of Ontario has experienced tremendous growth with respect to food processing, food storage and warehousing, sales and service of agricultural equipment and implements, and shipping of raw and finished agricultural products to wholesale and retail markets throughout the United States.

Ontario's importance as a regional center is underscored by the fact that farm population has been steadily declining due to mechanization and increased size of farms. Ontario businesses and industries have assimilated many former farm employees and workers into permanent employment, not only in the food processing and other agriculturally related activities, but into new industries, such as mobile home construction, laminated beams manufacturing, and other light industry.

GROWTH IMPACTS

All of the above documented growth has tremendously increased the demand on public facilities, i.e. police, fire, streets, water and sewer. People moving to this area expect quality public facilities and services, as well as other municipal amenities -- parks, libraries, airports, golf courses, etc. Without both the necessary and desirable municipal facilities, Ontario would be unable to accommodate the growth that has taken place. Appendix "A" details a few of the municipal programs which the City of Ontario has initiated in the last several years to modernize and keep pace with this growth.

The citizens of Ontario have supported the City with virtually every improvement project, approving bond issues for sewage treatment and line extension, golf course improvements, library construction, and city hall construction. The downtown business community has assessed itself to construct public parking lots and otherwise improve and beautify the downtown area.

SOUTHWEST FOURTH AVENUE PROJECT

TRANSPORTATION LINK

S. W. 4th Avenue is part of the Olds Ferry-Ontario Highway, and is the major east-west arterial in the community. In addition, it serves as the transportation link between Interstate 80 and Highway 201, which connects Eastern Oregon and Central Oregon with the Interstate System. It also provides a direct connection to State Highway 95 in Idaho which connects Ontario directly with points as far north as McCall and as far south as Jordan Valley.

With the growth of Ontario as documented, S. W. 4th Avenue has also grown to become one of the most heavily trafficked street sections in Central and Eastern Oregon. As the table below indicates, traffic on S. W. 4th Avenue has increased almost 50% in the past five years. The heaviest area of impact is the area between Park Boulevard and Dorian Drive where traffic volumes have almost doubled. The section between Verde Drive and Park Boulevard is now carrying $21,000^{+}$ cars per day.

S.W. 4th AVENUE ADT

Street Section	1974	1977-79	%increase
Airport Corner=Dorian Drive	7,000	9,400	34%
Dorian Drive-Verde Drive	7,100	14,000	97%
Verde Drive-Park Blvd.	14,000	21,000	50%
Park Blvd.-S.W. 2nd St.	14,000	17,000	21%

COMMERCIAL AREA

S. W. 4th Avenue is the location of the hospital for the community, the two largest shopping centers, the State Office Building which houses field offices for eleven State departments, City Hall and many other commercial, professional and business establishments.

As the City of Ontario continues to expand its growth will be primarily to the west resulting in ever increasing traffic on to and off of S. W. 4th Avenue. The importance of S. W. 4th Avenue as an east-west arterial in the community is underscored by the fact that no other east-west arterial carries over 5,000 cars per day. There is no north-south arterial other than Oregon Street which carries over 5,000 cars per day. As the table above indicates, the volume of traffic makes S. W. 4th Avenue the major and almost exclusive carrier of both interally generated and external through traffic in the City of Ontario.

TRAFFIC PATTERN

The traffic pattern on S. W. 4th Avenue also indicates that the traffic problem is not a peak-hour demand problem. As the attached chart indicates, traffic begins building relatively early in the morning on S. W. 4th Avenue and continues to remain high throughout the day without any significant decrease until well into the evening hours. Thus once traffic begins to back up and stacking begins to occur, it becomes a continual problem throughout the day representing a major inconvenience as well as a safety hazard to pedestrians and motorists.

TRAFFIC SAFETY

In addition to being a major inconvenience and bottleneck for transportation in the community, S. W. 4th Avenue is also the single most dangerous street in terms of traffic accidents. As the chart below indicates, 344 accidents have occurred on S. W. 4th Avenue between S. W. 2nd Street and Airport Corner over the last six years. More disturbing is the fact that the trend indicates an increase each year in the number of accidents. Fortunately only two fatalities have occurred during that time period. However, it is simply a matter of time until additional fatalities occur.

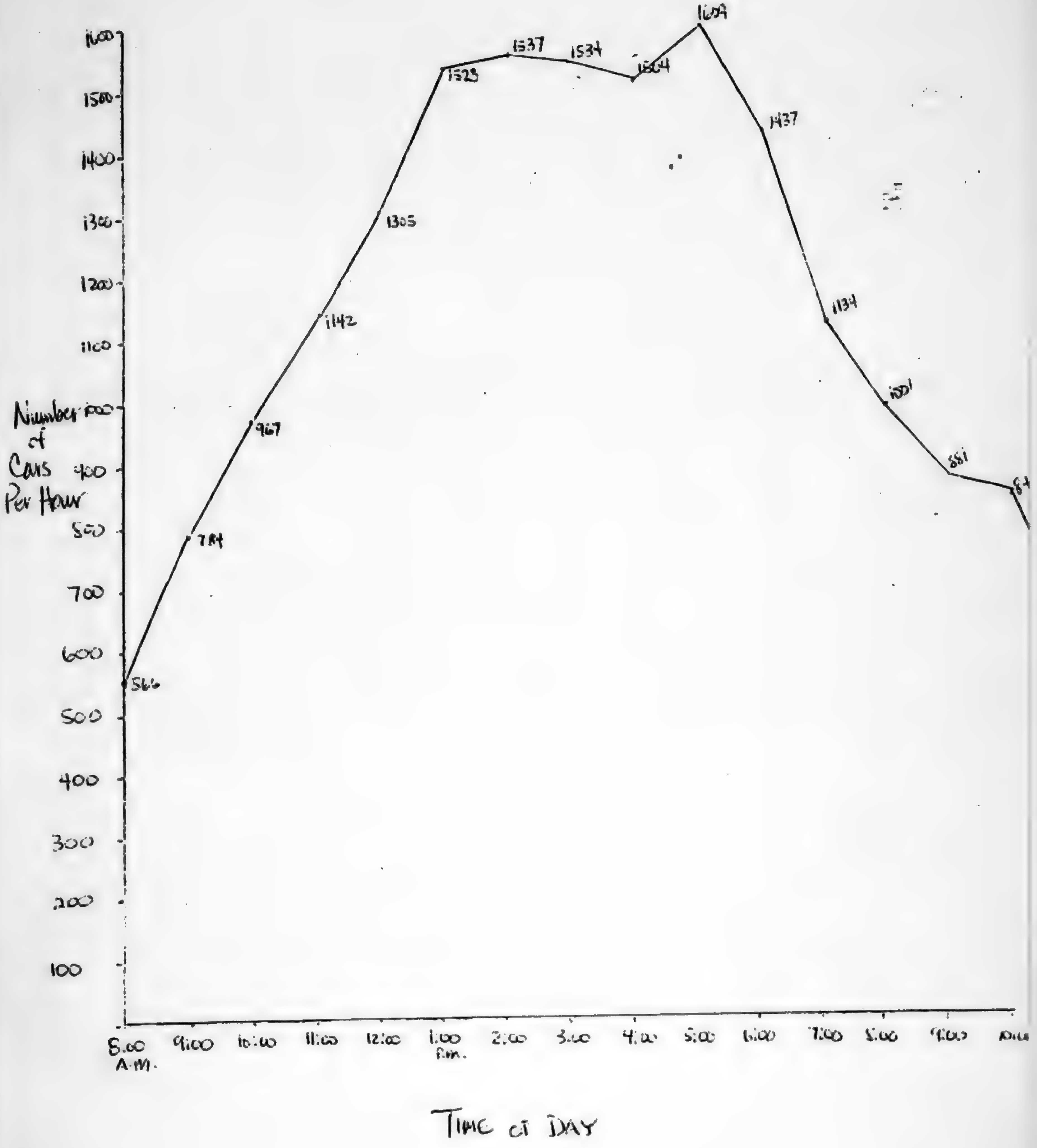
TRAFFIC ACCIDENTS-S.W. 4th AVENUE

1974-78

Section	1974	1975	1976	1977	1978	Total	%Rear-End
S.W. 2nd Street-Park Blvd.	18	23	17	18	43	119	38%
Park Blvd.-Verde Drive	21	40	27	44	60	192	67%
Verde Drive-Dorian Drive	1	1	5	6	10	23	60%
Dorian Drive to Airport Corner	0	0	3	3	4	10	43%
Total	40	64	52	71	117	344	

Besides the traffic accident situation, which is in itself very serious, it must be recognized that Ontario has only one Junior High School and one High School. Many of the students attending these schools have to cross S. W. 4th Avenue, going to and coming from school. At the present time there are only two traffic signals which are readily available to them: S. W. 4th Street and Park Boulevard. Additional signalization is probably warranted at S. W. 12th Street. This intersection was studied by Mr. L. E. George, Traffic Engineer for the State in November and December 1977. At that time it was felt that there were not sufficient demands to warrant a traffic signal. We feel, however, that as part and parcel of the development of S. W. 4th Avenue a traffic signal in this area would help to channelize traffic as well as provide a safe means of crossing for Junior High and High School students south of S. W. 4th Avenue.

SURFACE TRAFFIC PARK BLVD. TO VERDE DRIVE



IMPROVEMENT PROJECTS

As many of the Commission are aware, S. W. 4th Avenue has been on and off of State Highway Improvement Plans for the past ten years. In fact the State Highway Commission entered into a joint agreement with the City on November 24, 1970, to improve S. W. 4th Avenue from Verde Drive to Airport Road as a four-lane highway. At that time, however, there were apparently insufficient funds at the State level to proceed with the project. This project was to have been funded under the State Secondary Highway funding available at that time. A field survey including the improvements of Park Boulevard to Airport Way was completed in 1974.

The Federal Highway Administration in 1974 changed the designation of streets and roads eligible for Federal funding. In the Six-Year Highway Program adopted by the Transportation Commission on May 30, 1975, S. W. 4th Avenue did not appear as a priority project.

In the preliminary Six-Year Highway Program, July 1976 to June 1982, S. W. 4th Avenue appears as the second project to be funded under "urban extension" funds and was programmed to be started in fiscal year 1977. However, the "urban extension" category was discontinued as a Federal aid category and thus the project was eliminated from funding considerations.

S. W. 4th Avenue made its next appearance in the Six-Year Highway Improvement Program adopted by the Transportation Commission, February 22, 1978. However, it appeared as a program under the non-interstate funding to be completed if the gas tax and licensing increases were approved. Although the City of Ontario went on record supporting both of the increases, they were turned down decisively by the voters. Thus, S. W. 4th Avenue does not now have a place in the 1979-1984 Highway Improvement Program.

CONCLUSION

Inasmuch as the Transportation Commission is in the process now of updating and determining a new Six-Year Highway Improvement Program, the City of Ontario respectfully requests that the Transportation Commission place S. W. 4th Avenue from Park Boulevard to Airport Corner as a top priority project for funding in the upcoming six-year program, to be initiated and completed as soon as feasible.

The City of Ontario will continue to support the initiatives proposed by the Transportation Commission for responsibly increasing highway revenues. We recognize the extremely difficult task you have of allocating scarce resources to the great number of projects that need to be done within our State. We are hopeful that this vitally important project will not be ignored or dismissed by the Transportation Commission, or the Highway Department staff. We place our trust in you and thank you for your time.

Respectfully submitted,

CITY OF ONTARIO

Ralph C. Cornmesser

Ralph C. Cornmesser
Mayor

APPENDIX "A"

1. Police: A modern communication system has been purchased and installed and a new city hall constructed to house a modern police department, including a temporary holding facility. A communication system tied to the State of Oregon Criminal Justice Information System provides on-line communication with Salem and all State records.

2. Fire: A full-time fire fighting program complemented by highly trained volunteer program has been instituted. Electronic communications equipment with each of the volunteers through the form of pagers, has been installed and modern equipment, including the purchase of a $40,000 attack mini-pumper has been completed to update the City's ability to promptly respond to calls for service. In addition, the City operates a paramedic program to respond to first-aid calls.

3. Water: The City passed, last December, a bond issue in the amount of 2.9 million dollars to be matched with $876,000 of Federal EDA funds to double the capacity of Ontario's water system and increase system pressures to respond to projected increases in industrial, commercial and residential development.

4. Sewer: The City operates a primary treatment system and has applied for Federal funding with the State Department of Environmental Quality for further improvements to the sewage treatment system.

5. Airport: The City has recently completed a master plan and received approval from the State Division of Aeronautics for a comprehensive improvement program at the airport. Improvements programmed for implementation this year total $563,000 with the Federal government picking up $470,000 and the State Division of Aeronautics and City of Ontario sharing the remaining $90,000 of a 50/50 basis.

6. Parks: The City has developed a major regional park with investments of over $150,000 in the last three years. In addition, the City is entering into a purchase agreement for additional land to develop additional park sites on the west side of the City.

7. Housing: In addition to the wide range of housing available at the private sector level, the City has an on-going existing Section 8 Program in cooperation with the Housing Authority of Malheur County. The City also approved 40 units of Section 8 new construction housing for low income persons within the community. A housing rehabilitation program has been initiated to conserve and improve the existing housing within our community. Senior citizen housing at both low and moderate income levels exist within the community convenient to existing commercial and medical centers.

8. Golf Course: The City has improved and beautified a championship eighteen hole golf course and is presently reviewing plans to relocate several holes to make the course more interesting and attractive to the golfing public.

9. Library: The City has established a county-wide library centered in Ontario for the use of residents of Ontario and Malheur County.

10. Planning: The City has adopted a comprehensive plan consistent with LCDC goals and objectives and has adopted implementing zoning ordinances, subdivision ordinances, standard specifications for public improvements, and other implementing measures to assure consistency with the comprehensive plan.

11. Streets: Within existing resources the City has implemented an aggressive annual overlay and street sealing program to repair and upgrade existing streets. In addition, the entire downtown area has been completely overlaid with new curbs, gutters, and sidewalks, modern street lighting and handicapped ramps at all intersections. This was done in conjunction with an FAU project, partially funded by the State. The City has applied for FAU funds on an annual basis to upgrade its arterial and collector street system.

These are but a few of the steps taken by the City of Ontario to size, install, and improve public facilities and services consistent with a growing community.

TABLE 1

COMPARISON BETWEEN CAPACITY AND TRAFFIC VOLUMES

SW 4th Avenue, Ontario, Oregon

	SW 9th St. to Alameda	Alameda to Verde	Verde to Dorion	Dorion to Airport Rd.
Existing Travel Lanes	3	3	3	3 to 2
24 Hour Capacity[1]	22,000	22,000	19,000	13,000
1970 ADT	10,250	10,150	9,350	6,200
1978 ADT	17,700	14,300	11,300	9,600
1979 AWDT	20,600		14,000	
1980 ADT[2]	20,000	17,800	16,000	10,000
1990 ADT[3]	29,000	21,000	19,000	15,000
2000 ADT[3]	38,000	26,000	23,000	19,000

[1] Service volume at level D for 1979 conditions.

[2] 1980 General Plan of Highway Improvements for Ontario, Ore., 1971.

[3] Preliminary by Carl H. Buttke, Inc.

9418

[illegible] 21-6

The County of Malheur

Office of the County Court
COURTHOUSE

[503] 473-3123

P.O. BOX 130
VALE, OREGON 97918

NOTED
H. S. COULTER

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October 24, 1979

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Malheur County Judge

October 24, 1979

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We support the City of Ontario in their request for the needed improvements on Southwest Fourth Avenue.

We recognize and appreciate the work being done in Malheur County by the Department of Transportation.

N a Toole

N. A. Toole
Chairman of the Road Advisory Committee

NOT
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005623

August 16, 1979

Connie Shimojima
Route 1, Box 660
Ontario, OR 97914

Dear Mr. Shimojima:

Your proposal for a south Ontario bypass has a good deal of merit. The basic proposal is, in fact, one of three alternate "south bypasses" we investigated several years ago. Our study revealed that a south bypass does eliminate the congestion which now exists on S. W. 4th Avenue. At the same time the study revealed that if a bypass were built, there would not be sufficient traffic on S. W. 4th to justify the expensive improvement that the City and County want. We have been told by the people of Ontario on several occasions that S. W. 4th was their number one priority project and that they would withdraw their request for a bypass if it jeopardized S. W. 4th Avenue. That is where we stand to date.

It may be appropriate to express your views to your County and City officials.

The Department's financial position is such that most money is used for maintenance and improvements to existing highways. We have not been able to build new additional miles. The current fuel shortage and downturn in gas tax revenue along with continuing inflation indicates that we are not in a position to undertake a project such as you propose.

I appreciate your interest and concern for a better highway system.

Sincerely,

H. S. Coulter
State Highway Engineer

WES:ph jh
bc: F. B. Klaboe
    D. H. Moehring
    R. L. Schroeder
    E. S. Hunter
    C. T. Keasey
    W. E. Schwartz

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FOR

Info	Inves	R/D	O/R	Sign	Act	File
		☒				

8-1 cy to Schwartz w/attachment

July 27 - 1979

Oregon State Highway Engineer
Salem, Ore.

Dear Sir:

I am writing in regards to the traffic problem on 4th Avenue in Ontario, Oregon. The problem is terrific and is now. In the next 10 years it would be impossible to handle. They have considered making it 4-lane from Cairo (where I am situated) to Ontario, a distance of 4½ miles. This is ridiculous, as it will plug up 4th Ave. that much faster. The problem is on 4th Ave. and not on Hiway 201 where a 4-lane was proposed. They have also considered making a truck route from the airport corner to the north side of Ontario. This is not the answer, either, since it creates 90° corners for trucks, left hand turns against traffic, and too many cross roads. Even if it worked temporarily, in 10 years it would be outdated, and I'm sure my plan would become really attractive.

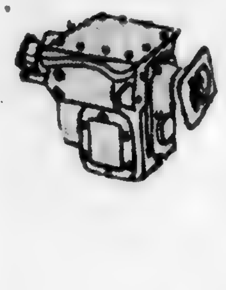
I feel the Ontario business men must have a lot of power to have the flow of Highway 20-26 go through the heart of Ontario. In a town of 9,000, you have 56 eating establishments! They want the traffic to go through the middle of town, and yet cry since it's so congested. You can't "have your cake and eat it, too."

I might appear to have a "negative" attitude up to this point, but in reality, I'm trying to be

(over)

"positive" by suggesting different solutions to solve our problem and at the same time, end up with a beautiful highway system to connect our state with the Interstate.

My plan is to by-pass the heart of Ontario. I have enclosed a drawing on a map of our vicinity. Highway 20-26, which is the main State Highway through central Oregon, "stops" at Cairo Junction, just 4½ miles west of Ontario. This is ridiculous! A secondary road, Highway 201, has the right of way over Highway 20-26. My plan would make Highway 20-26 have the right of way and go straight through and take a gentle curve to Interstate 80N, just at the Stateline Bridge on the freeway. This eliminates the need to build a new bridge. You excercise your right of "eminent domain" to get through to the freeway. The new portion would go through about 1 mile of "prime" ground and about 1½ miles of "marginal" ground and through a recently condemned cattle feed yard. In a few years this feed yard may be used for business sites. The point is, it may be expensive to go through them after new businesses are established. At the moment, you would be going through "open" ground and property that is least expensive. Then you will end up with a straight shot to Interstate 80 on Highway 20-26. This would be a permanent answer to a good highway system through the State of Oregon. This way, the town of Ontario can grow around the highway system, instead of trying to make a highway system through a crowded town. It is "open" now, but in 10 years, I'd venture to say it would be prohititive to find a solution after the town spreads out, other than to build bridges over the Snake River on Highway 20-26 to get to Interstate 80N. The solution is simple now, but in a few years it would be costly and prohibitive.



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I had mentioned to make Highway 20-26 have the right of way, but I would prefer it to go straight through from Cairo to Interstate 80 with limited accesses and have Highway 201 be an overpass over Highway 20-26, eliminating a "stop light" and an intersection. This will eliminate the numerous accidents we have had at this Cairo intersection.

At the moment "triples" (a tractor pulling 3 trailers) are allowed on Highway 20-26 and when they hit the town of Ontario, it's almost impossible to make the tight 90° turns without taking 3 lanes of traffic, 2 in your direction and one in the opposite direction. You have 2 of these right in town. It's a ridiculous set up for a through highway across the state.

In the winter, with snow on the railroad underpass, it's impossible for "triples" to get started after stopping for a signal light at the west end of the underpass. My proposal would eliminate this problem permanently — no matter how much Ontario grows.

As you may probably know, the Idaho logs are being stock-piled at Fruitland, Idaho, just across the Snake River from Ontario, a distance of two miles. These logs are reloaded here and trucked by "truck and trailers" and "semi's" to Prineville in central Oregon. All of these diesel trucks have to go

(over)

through the heart of Ontario and make the tight 90° turns in town. This is a farce! My idea will cure this problem.

All the diesel "truck & trailers" hauling cattle (this is cattle country), all the freighters, all the processed foods from Ore-Ida Foods, and the tankers, who draw from the gasoline pipe line at Fruitland, Idaho must go through this congested town.

These are my thoughts for a good, permanent highway system for the State of Oregon in connecting to the Federal Interstate 80N. It will also solve our problem here in Ontario, which is our main immediate concern.

Yours truly,

C[illegible]OJIMA
Ontario, Oregon

Connie [illegible]

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ORIGINAL
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IN FILE

December 2, 1977

The Honorable Clint Bellows
Mayor of Ontario
City Hall
Ontario, Oregon 97914

Dear Mayor Bellows:

Thank you for your statements regarding traffic problems in the city of Ontario which you presented to the Oregon Transportation Commission at the Pendleton meeting on October 18. One of the goals of holding Commission meetings in areas around the state is to obtain a better understanding of the local transportation problems.

We have been concerned about the traffic problems on S.W. 4th Avenue between Park Boulevard and Airport Way for a number of years. A field survey which includes the improvement of the Park Boulevard-Airport Way Section of the Olds Ferry-Ontario Highway was completed in 1974. If funds were available, development could be started for an improvement project on S.W. 4th Avenue.

Two projects are currently shown in the Preliminary Six-Year Highway Improvement Program "A" which has been reviewed by the public. The first project on S.W. 4th Avenue between S.W. Park Boulevard and S.W. 24th Street is proposed for construction in FY 1981. The second project, which would extend from S.W. 24th Street to Airport Way on S.W. 4th Avenue, is scheduled for 1984 construction. Program "A" is contingent on passage of the increased gas tax and vehicle registration measures scheduled for 1978. It is also a preliminary program at this time but will become a final program in February 1978 after the Commission has had an opportunity to analyze all the information presented at our recent program hearings. We agree with your priorities; the S.W. 4th Avenue project will do the most to give substantial relief to the growing traffic problem in Ontario.

Traffic studies indicate that many people are presently using both the north and south bypass routes you described in order to avoid the congested area of S.W. 4th Avenue. While these bypass routes are not up to desirable standards, they are capable of handling some additional traffic volumes. It does not appear that the Oregon Department of Transportation will be able to fund either of these bypass routes in the near future.

The traffic problem in the area of the Annex School on Highway 201 has been investigated. We have recommended that a reduced speed zone be established in the area of the school. In addition, the traffic control signing will be reviewed and any missing or worn-out signs will be installed or replaced.

Thank you for bringing the traffic problems at the Annex School to our attention.

Sincerely,

F. B. Klaboe
Assistant Director for Operations

cc: Oregon Transportation Commission

bc: Robert A. Burco
C. W. Head
H. S. Coulter
E. S. Hunter
J. H. Versteeg
L. W. Rulien
D. H. Moehring
W. E. Schwartz

JHV:jh srb

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 1, 1977

FILE:

FROM: J. H. Versteeg
Engineering

TO: F. B. Klaboe
Assistant Director for Operations

SUBJECT: S. W. 4th Avenue
City of Ontario
Six-Year Program
Pendleton Commission Meeting

We have reviewed Mr. Clinton Bellows' presentation to the Transportation Commission on 10-18-77 and have the following comments.

A field survey for the section from S.W. Park Blvd. to Cairo Junction on the Olds Ferry-Ontario Highway was completed in 1974. Unit 1 from S.W. Park to S.W. 24th Street is on Program "A" scheduled for 1981. A second unit from S.W. 24th Street to Airport Way is scheduled for 1984 on Program "A". Neither project is on Program "B". It is possible that there will be Economic Growth Center funds available for part of the first unit by the time it is ready to go to contract. The S.W. 4th Avenue improvement seems to be the most effective alternate to provide relief for the traffic problems for the City of Ontario.

On October 21, 1977, Mayor Bellows wrote to L. E. George requesting a study on S.W. 4th Avenue to determine if signals at the intersections of Dorian Drive and 12th Street with S.W. 4th Avenue were warranted. The Traffic Unit has completed the necessary traffic counts and is preparing a response to Mayor Bellows. The preliminary indication is that these intersections probably will not meet warrants for signalization.

Both the north and south bypasses suggested by Mayor Bellows are reasonable proposals and are functioning to relieve traffic on S.W. 4th Avenue at the present time. Neither bypass route is on the Six-Year Program and would appear to have a low priority for funding in the next few years.

The traffic problems at the Annex School have been investigated by Traffic. A reduced speed zone is recommended. The Region will improve the signing on the section of Highway 201 adjacent to the Annex School.

Transmitted is a copy of Mayor Bellows' presentation to the Commission, a report titled "BYPASS OF SW 4TH AVENUE" prepared by the Location Unit, a rough draft to Mayor Bellows for your review plus a copy of Mayor Bellows' request for the study and pictures of the intersections of Dorian Drive, 12th Street and Sunset Drive. Also transmitted is a map of the City of Ontario showing the limits of the two proposed projects.

JHV:jh

BYPASS OF SW 4TH AVENUE

ONTARIO

A survey was authorized in 1967; however, significant work was not done until 1972. The field survey was completed in May of 1974 after much discussion of a southside bypass versus improvement of the existing facility. Conclusions reached at that time indicated that a substantial part of SW 4th Avenue would still require expansion to 4 lanes even though the southside bypass were constructed, and that construction of four lanes with a refuge lane on SW 4th Avenue would serve projected traffic for a substantial period of time into the future.

With the concurrence of the Southeast Oregon Council of Governments in September 1975, the project on SW 4th Avenue was proposed for construction before discussion of other priorities.

We believe that decision still has merit and would best serve the needs of the community.

Review of the traffic growth in the area indicates that only small increases in traffic have been recorded between 1973 and 1976 on SW 4th Avenue (Olds Ferry-Ontario Highway #455). The development of the area has, however, created congestion along the route and has reduced the capacity of this highway facility.

One section of highway between Oregon Street and the east city limits actually recorded a drop in traffic. This can probably be attributed to the installation of railroad signals and gates at the railroad crossings at SE 5th and SE 6th Avenues. These safety devices have apparently encouraged drivers to cross in these areas rather than using the longer route through the railroad grade separation structure at Idaho Avenue.

It should be noted that adjacent facilities such as Verde Drive and Butler Boulevard, which the Mayor suggested as bypass routes, have shown higher than normal increases in traffic during the three-year period that was cited. This would indicate drivers have discovered the value of these routes as a bypass of the congested area and more will likely do the same in the future.

Although these facilities do leave something to be desired in the way of standards, they are capable of handling significantly higher traffic volumes. We can expect that traffic growth on these roads and streets will increase at a higher than average rate until improvement can be implemented on 4th Avenue.

In summarizing, we can say that (1) The north and south bypass over city streets and county roads as presented is already functional. (2) Some adjustments in routing may be desirable in the future in the downtown area as has been suggested, or other as the situation may warrant. The street system appears to offer considerable latitude in providing for traffic growth. (3) Idaho Avenue east of Oregon Street is 4 lanes and is capable of handling estimated future traffic. (4) SW 4th Avenue needs improvement under either circumstance.

The project for SW 4th Avenue is on the tentative Six-Year Program "A" in two sections; the first project is indicated for 1981 and the other in 1984. Neither project appears of Program "B".

EGC funds of $830,000 are available now and it is reported that another apportionment of $870,000 is going to be made. The project in Program "A" from SW Park Boulevard to SW 24th Street could be funded for that amount.

GCW:mc
11/21/77

November 23, 1977

FROM THE PRESENTATION TO TRANSPORTATION COMMISSION 10-18-77 BY
MAYOR OF ONTARIO (Clinton H. Bellows)

4th AVENUE

Traffic:

1973	14,000 cars
1977	An increase over 1973 (increased congestion)

Population:

1973	7,000
1977	8,000
1980	Projected at 9,500

Development:

1. S.W. 4th Avenue has an enormous upsurge in commercial development.
2. Major retail development on the west side of Ontario.
3. K-Mart and McDonalds constructed on the east side of Ontario.

Problems:

1. The development on S.W. 4th Avenue and on the east and west sides of Ontario compounds the through-city traffic problems.

2. The traffic problem is compounded to a point that it is very difficult with severe congestion.

3. The traffic growth was much more rapid then anticipated or anyone had reason to anticipate.

4. If the referendums pass, S.W. 4th Avenue will be scheduled for 1981. If the referendums fail, there is no schedule for the S.W. 4th Avenue project.

Solution:

Establish a higher priority for the S.W. 4th Avenue project in Program "A" and schedule it on Program "B".

The second Ontario priority is a bypass outside the community.

1. Northside Bypass

   Bring the traffic down S.W. 4th Avenue north on Verda Drive to Clark then out to the freeway interchange. These streets already exist and would require only widening to handle traffic.

2. Southside Bypass

Widen Butler Blvd. which would bypass the main part of town to 4th Street then north on 4th Street across S.W. 4th Avenue to Idaho Street and then on out of town. The advantage of the south bypass, realizing that it is not ideal, is that it doesn't funnel truck traffic down congested S.W. 4th Avenue.

Mayor's Concluding Statement:

S.W. 4th Avenue-Bypass

The Mayor realizes there is no money but the rules can be changed. If everyone realizes how desparate the problem is, the Commission might consider reallocation of the meager funds to solve the Ontario traffic problem.

ANNEX SCHOOL

The Annex School on Highway 201 is 1-1/2 miles from Weiser, Idaho. After crossing the bridge traffic tends to speed up. The Annex School is on a corner and on September 22, 1977, a little girl was struck by a car while crossing the highway. This is a grave problem and some additional traffic control is necessary.

Mayor's Suggestion:

The residents would prefer a blinker light or at least some additional signing that would slow traffic. On behalf of the residents of the Annex area the Mayor asks that something be done to improve conditions at the Annex School.

JHV:jh

Presentation to [illegible]ansportation Commission 10-18-7[illegible]
by Mayor of Ontario (Clinton H. Bellows)

MAYOR CLINT BELLOWS: Mr. Chairman, Members of the Commission. First of all, I'd like to thank you for the opportunity to visit with you today about some of the problems that we have, all of which you are aware; however, they seem to be growing more rapidly than the ability of the State and the Department to do anything about, so, keeping in mind what Mr. Cooper said, things never happen in small towns unless you make them happen, and also bearing in mind that we don't want to have you feel that we aren't asking frequently enough for some reconsideration on these things, I appear before you today to ask for several things, or at least consideration of several things.

In 1973, the traffic count on S.W. 4th Avenue in Ontario was approximately 14,000 cars a day and it has increased markedly in the last couple of years. Ontario's population then was approximately 7,000; it's very close to 8,000 now, and by 1980 - just three years from now - the population projections call for population of about 95 hundred. And we've had an enormous upsurge in commercial development on S.W. 4th Avenue, but now we're facing the same type of development on the east side of town, which heretofore has not been a problem. But the commercial development of major retailers on the west and now K-Mart and McDonald's on the east is going to compound the through-city traffic, I'm afraid, enormously. It already has been compounded to the point that it's becoming very difficult - and I'm fully aware of the fact that if the referendum is passed, 1981 is when we're on the schedule. If they do not pass, then there is no schedule. But I would implore you to again take a look at the problem that we're facing. It's just simply grown so much more rapidly than we anticipated, or I think than anyone had reason to anticipate. And

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E. S. HUNTER

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OCT 17 1977
LOCATION

Vesting
Also analyze per Fred's request. Ed

when the representatives of the Department are in Ontario on the 27th, I hope to have the opportunity to show them the magnitude of the problem and how it is growing. That, of course, is our first priority. But we have a couple of other problems that I would like to call your attention to, and that is a bypass of the through traffic outside of the community itself. If we could do that, it would help a great deal, and there's only two practical ways, I think, to do that at the moment. One, on the north, would be to take the traffic out Verde Drive - at which we just installed the traffic light a year or two ago, which has alleviated the problem a great deal, but the traffic has increased to the point where the problem is almost as bad as it was before - but bring the traffic down S.W. 4th Avenue and run it north on Verde Drive all the way to Clark, and then out to the freeway interchange. That would be one suggestion to handle the north side, because those streets are already in existence and it would require only widening rather than new road construction.

On the south, we would like you to consider the widening of Butler Blvd. which would bypass the - or Market Road - which would bypass the main part of town to 4th Street, then north on 4th Street, which is a through street lighted across S.W. 4th Avenue, all the way to Idaho, and then out of town. This isn't ideal, but is certainly better than funneling all of the truck traffic and all of the through automotive traffic down S.W. 4th Avenue, which has become congested to the point of impassability, nearly, at times. These are the main things that we ask your consideration of, knowing full well that there is no money now, but I feel that priorities and rules are of the same ilk; they can be changed, and perhaps if you see how desperate our problem is, you might consider the reallocation of some of the meager funds that do exist to at least helping us partially alleviate the problem that we have.

I have one other thing that I wanted to mention in behalf of the residents of the Annex area, but before I get to that I'd like to address a comment to Mr. Grover, I believe it was, who, I was rather amused by his initialing of the Community Advisory Representatives as CARS but I would point out that if you're trying to sell this program, be wary of initialing the entire thing because that would spell CARP, and folks might think it was a little fishy.

The other thing that I wanted to talk to you about is, as I said, the traffic problem at Annex, and we have a representative from the area here today. But they're talking about Hwy. 201 which comes across the river from Weiser, and the Annex School is approximately a mile and a half, or a mile from the bridge, about a half a mile from the bridge, which is not much distance to slow traffic down and once they cross the bridge they naturally tend to speed up, and the school is right on a corner. There have been many, many problems there, and on September 22, a little girl was struck by a car. She was fortunately not seriously injured, but it pointed out to the residents of the area and the patrons of that school how grave the problem really is and how necessary some additional traffic control is. And they, of course, would prefer a blinker light if it were at all possible. They also are aware of the meager funds that exist, but short of that, something perhaps could be done in the way of signing - additional signing or more visible signing that might slow that traffic - and even a little bit would be much better than it is now. I believe the County Court has submitted a request, but there has not been a reply or any action taken on it at this time.

[illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: F. B. Klaboe
Assistant Director for Operations

DATE: May 5, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Highway Investigation
Olds Ferry-Ontario Highway No. 455
City of Ontario

For several months, we have been working on an indepth traffic study on SW 4th between SW 4th Street and the airport access road in the City of Ontario. Additional work was added to the study part way through the work. The city requested that we review traffic conditions at Idaho Avenue and Oregon Street to determine whether or not left turns could be permitted into the business area. This movement is currently prohibited at the request of the city some years ago.

Concerns of the city now involve the two items listed above plus a new one involving the possibility of revised signal phasing at existing signals or protected left turns.

The completed study (copy attached) recommends what the city wants at Idaho Avenue and Oregon Street. The recommendation will cost about $2,500 for the signal and striping revision and will require the city to establish a truck route such that through truck traffic will be rerouted in order to avoid a small turning radius in the southeast quadrant of the intersection.

The study also recommends establishment of an interim continuous left-turn lane from SE 4th Street to Dorian. Fourth to Park would be a five-lane section on existing pavement width and Park to Dorian would be a three-lane section until the widening project, shown in the six-year program, can be constructed. This proposal will require the city to remove all parking on the section and will require a minimal amount of surfacing. All work done under this interim project will be usable when the project shown in the six-year program is constructed.

A new traffic signal and the interconnection of all signals on SW 4th Avenue into a system will provide a safe orderly flow of traffic throughout the area. The new signal and continuous left-turn lane will cost approximately $85,000.

I am planning a meeting with the Mayor and Chamber of Commerce to review the technical details of the study. I do not intend to speak to the financing of the work or scheduling, although the interim left-turn lane is fundable with Title II funds and could probably be completed within 90 days.

If the city is agreeable to the parking restrictions, I would recommend that we proceed with the installation of the continuous left-turn refuge and signal revision immediately. The new signal design and interconnect can be done as funding permits. Total costs are as shown.

NOTED
[illegible]

Idaho Avenue and Oregon Street Signal Revision	$ 2,500
Signal Interconnect	14,000
New Signal (4th at 12th)	40,000
Striping and Signing	5,000
Paving	26,000
TOTAL	$87,500

L E George

L. E. George
Traffic Engineer Supervisor

LEG:ds
Attachment

cc: L. W. Rulien
E. S. Hunter
H. S. Coulter
W. E. Schwartz
C. D. Hiatt

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FOR
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is prohibited. A manual count was made at the intersection in December of 1977. At that time, the 24 hour volumes were 8000 to the north, 5500 to the south, 17,000 to the east and 13,300 to the west. The 1977 ADT's given for this intersection were 7,500 to the north, 3,650 to the south, 16,000 to the east and 11,900 to the west.

South of this intersection is the Ontario CBD. The area merchants have requested that the left-turn prohibition be removed. Under existing conditions, the intersection operates at 90% capacity (Level of Service C). Allowing the left-turn would result in the intersection being over capacity. The existing 2-phase signal could be upgraded to a multi-phase operation to allow for left-turns, but with the existing striping, the intersection would still be over capacity. Left-turns could be permitted and the intersection could operate below capacity by restriping the east and west approaches as shown in Figure 4. This proposal would leave only one eastbound lane east of the intersection and the southeast corner has a 30 foot radius curve. This would make it difficult for trucks to make a south to east right-turn. The classification count made in December of 1977 indicated that no heavy vehicles made that turn.

Idaho Avenue to the east of the intersection is 48 feet wide between curbs. From this, a 10 ft. westbound lane, an 11 ft. left-turn lane, a one ft. painted median and 2, 13 ft. curb lanes could be striped. The vertical alignment of the east approach is a sag vertical curve with a 6% maximum grade passing under a railroad overcrossing. The westbound left-turn lane would start approximately 50 ft. west of the structure. This should not cause any problem. It is estimated that the signing, striping and signal revisions for this proposal would cost $2,500.

With modifications proposed, the intersection could operate satisfactorily using the existing signals. A multi-phase signal providing protected left-turn movement would improve the safety of the intersection. Minor revisions of the signal equipment will allow the use of 3 phase operation.

It is recommended that the left-turn prohibition at this intersection not be removed unless the intersection can be improved to include left-turn lanes and at least two through lanes on the east approach. A 3-phase signal will be used. In addition, the city should establish a truck route over SW and SE 5th Avenue and SE 2nd Street to insure that heavy trucks do not make the south to east right turn.

It is also recommended that the existing signal timing be reviewed and possibly reset to give 58%-60% green time to Idaho Avenue.

SRW:rah

NOTED
E. S. HUNTER

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Info Invest R/D D/R Sign Act File

STATE OF OREG
Region 5 Office
Highway Division

INTEROFFICE MEMO

TO: F. B. Klaboe
Assistant Director
ODOT

DATE: May 1, 1978

FROM: W. E. Schwartz
Region Engineer

SUBJECT: Traffic Problems
City of Ontario

The attached letter was handed to you by Mayor Clint Bellows at our meeting with the City of Ontario. It was left on my car seat.

The letter expresses the concerns of the Chamber of Commerce on a number of traffic issues in Ontario. I am not sure the Mayor expected a response from you but merely wanted you to be informed of their concerns.

From this letter, I suspect that Bud George will get a rough reception in Ontario if his study concludes that none of their priorities warrant some improvement.

WES:sh
Attachment

cc L. E. George w/attachment

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MAY 02 '78
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Bud George

NOTED
F. B. KLABOE

81-125-1367

ON THE OLD OREGON TRAIL

ONTARIO *Chamber of Commerce*

CAPITAL OF
EASTERN OREGON

MOORE HOTEL BUILDING
ONTARIO, OREGON
97914

April 25, 1978

Clint Bellows, Mayor
City of Ontario
City Hall
Ontario, Oregon 97914

Mayor Bellows:

We are compelled to write to you regarding a just completed survey of the business community and their interest conducted by the Chamber of Commerce. An overwhelming majority of those business persons responding to the survey stated that the number one priority of the Chamber of Commerce should be to work towards relieving the traffic congestion on S.W. 4th Ave. and S.E. Idaho Ave.

We hand-delivered to 374 business and professional people a three-page questionaire. We had 238 completed and returned to us.

The Board of Directors of the Chamber of Commerce desires to inform you of the business communities' interest regarding the traffic congestion. The following are the priorities the Chamber has developed according to the survey response.

Our community's first priority should be the widening of S.W. 4th Ave. We believe that the majority of the traffic on S.W. 4th Ave. is business traffic and that this traffic will grow even greater as the commercial area on S.W. 4th Ave. develops further. The urgency of the needed development is apparent. We advocate the widening of S.W. 4th Ave. from Park Blvd. to, at least, the airport access road, to a generous four lanes.

The second priority is the immediate need for additional traffic lights at S.W. 12th St. and S.W. 4th Ave., at Dorian Drive and S.W. 4th Ave., and the modification of the three traffic lights at Park Blvd. and S.W. 4th Ave., at Oregon St. and Idaho Ave. and at S.E. 2nd St. and E. Idaho Ave. to provide controlled left turns.

The enormous volume of traffic generated by the commercial activity in Ontario requires the provision for left turns at all of these intersections. Due to the limited cross-town routing available, we emphasize that all new traffic signals installed must provide for controlled left turns and that those forementioned signals must be modified immediately to accommodate the traffic flow already present.

The third priority that the Chamber of Commerce found to be very important to the business community is the immediate planning for, and acquisition of, right of way for a North and South By-Pass truck route. The South By-Pass being the continuation of Butler Blvd. to the interstate highway. We know that this route is already used extensively to By-Pass the commercial center of Ontario by farm to market trucking. We believe Butler Blvd. should be further developed, and that a North By-Pass from Airport corner to the interstate interchange be surveyed and right of way acquisition commenced as soon as S.W. 4th Ave. widening is completed.

We cannot overstate the importance of these three traffic improvement priorities. There is strong resentment at the lack of community consideration given by the State Highway Dept. in their installation of the traffic signal at Oregon St. and Idaho Ave., which restricted a left turn into the center of the business community. Further resentment is mounting regarding the "slight of hand" attitude by the State Highway Department toward the widening of S.W. 4th Ave.; this project being a priority project of the community, and so listed by the state for more than eight years without action.

We find it incomprehensible that this community has been continually neglected by the State Highway Department. Yet, when they need support for their internal priorities, they find little embarrassment in asking for our support for increased gasoline taxes. Ontario has voted for their tax request consistently and we expect the community to continue that support. Can we now ask where the State Highway Department is in our areas of need?

Respectfully,

W. L. Peterson II
President

CC Tom Hardy
City Manager

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Telephone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 18, 1978

The Hon. Clint Bellows
Mayor of Ontario
444 S.W. 4th Street
Ontario, Oregon 97914

2-2-H
1-24-K

Dear Mayor Bellows:

This will acknowledge your letter of April 5, 1978. I appreciate, and share the frustration the City of Ontario must feel in trying to get an improvement on S.W. 4th Avenue. The Highway Division is well aware of the growth Ontario has experienced and the problems this growth has created on S.W. 4th Avenue.

In the approved Six-Year Improvement Program, the Transportation Commission assigned the number one priority for funding to preservation of the existing highway system. Most of the projects assigned to the basic, or "B" program were overlays of existing pavements and replacement of deficient bridges. There are a very few projects in this program which require more extensive construction and have long-standing commitments to local government. There were not enough funds available in the basic program to include all projects in this category and some, unfortunately, had to be assigned to the "A", or additional revenue program. Your S.W. 4th Avenue project was one of these.

The two projects you question are both preservation-type projects. Our 1977 Preservation Study indicated that pavement surfaces of both projects were badly deteriorated and in need of surface repairs far beyond the capability of our maintenance crews to patch.

The Hermiston project, #516, is a heavily travelled truck route which links I-80 with the Tri-Cities-Walla Walla area and other eastern Washington points. The basic project is to overlay and widen an existing narrow pavement with badly broken edges. The bicycle path you mention is only an incidental part of this work, and we are obligated by the "Bicycle Law" to include it in the project. The bicycle path will consist only of widened shoulders to provide one-way bicycle routes on either side of the road.

NOTED
F. B. KLABOE

Form 81-734-3123

I believe the Six-Year Program as adopted, provides the best opportunity the City of Ontario has ever had to get the improvement to S.W. 4th Avenue. We are firmly committed to the Program and we expect to build all of the projects listed, at whatever funding level the people of the State of Oregon provide. The program clearly shows that your project will be built if additional funds are available from favorable votes on the gas tax and vehicle licensing measures.

Sincerely,

W. E. Schwartz
Region Engineer

WES:sh

bc Robert A. Burco
F. B. Klaboe w/attach
H. S. Coulter "

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CITY OF Ontario.... THE CAPITAL OF EASTERN OREGON

444 S.W. 4TH ST.
ONTARIO, OREGON
97914

April 5, 1978

☒ RE ☐ RCE ☐ RME ☒ RSE
☒ RFA APR 10 1978 ☐
RECEIVED
REGION 5 OFFICE

Mr. W. E.Schwartz, Region Engineer
Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Dear Mr.Schwartz:

The City of Ontario recently received a copy of the final, adopted 6-year Highway Improvement Program. We have reviewed this document with interest, and find several confusing issues which are of concern to us, and would request that you help clarify for us.

To begin with, it is our understanding, as stated on page 4 of your adopted program, that the 1977 legislature directed that highway user revenues be used for "....highway reconstruction, rehabilitation, modernization, and maintenance before they may be used for new highway construction." Further the Oregon Transportation Commission adopted in January, 1977, a policy that "....the Department will make maximum effort to protect and maintain the existing state highway system so as to retain operating conditions that will not be detrimental to the economy of the community and to the public well being."

The City of Ontario supports the legislature and the Commission in these goals. However, it is confusing to us that the Region 5, 6-year plan would show such projects as a 7.5 mile bikeway proposed at a cost of $1,900,000 placed ahead priority-wise of the S. W. 4th Avenue from Park Boulevard (#516) to Dorian Drive (#535).

We are also concerned with the fact that several other projects (such as #514 Wallowa Lake Project, Elgin-Minam River Road - $2,700,000) have received a higher priority than the sorely needed improvements on S. W. 4th Avenue.

We are not disputing the fact that these projects are needed and desirable, only that we find it hard to believe that they are a higher priority than the S. W. 4th Avenue project. We further do not understand why these other projects are placed on a "safe" list while the S. W. 4th Avenue project is contingent upon, and will be included in the six year plan only if, the additional 2¢ gas tax is passed

This state highway carries a major portion of the traffic from Eastern to Central and Western Oregon, as well as a signigicant amount of regional traffic which heavily supports the agricultural and food processing concerns which are the primary source of income to this area.

While the City has been and will remain supportive of the increased revenues we believe are so necessary to the maintenance of our state highway, we feel that a re-examination of priorities as listed for Region 5 is in order, and would appreciate your response to our request.

Sincerely,

Clint Bellows

Clint Bellows
Mayor

CB:rmg

cc: Oregon Transportation Commission
Oregon State Department of Transportation

EDITORIAL OPINION

Traffic problem needs solving--now!

☑ RE ☐ RCE ☐ RM ☑ ROE
☐ SE APR 1 0 1978 ☐
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REGION 5 OFFICE

When Vern Gerberding, project coordinator for the General Services Administration, was in Ontario Friday, he spoke of the search for a location for a new state offices building in the area.

It was interesting to note that he and others involved are taking into consideration the problem of already over-burdened Southwest Fourth Avenue.

Only a few years ago it was easy to leave home late and arrive in Ontario intime (or ahead of time) for working hours. This past year, as business has exploded along that main arterial, traffic at times moves at a snail's pace.

Malheur County and Ontario have long asked the Oregon Highway Division to take definite action to correct the problem of Southwest Fourth Avenue traffic—to little avail. Now they (OHD) have proposed an improvement program, holding over the taxpayer's head a gas tax plan.

We have to feel, if the money raised by the tax, truly a user tax, went strictly to road construction and maintenance, the voters would approve. However, with parks, bike paths and Oregon State Police getting a piece of the pie, we doubt it will have much more success than past proposals.

Planning for this area's future must of necessity, include some long-range improvement plans for this arterial. But it is imperative that something be done now. When areas which could and should be developed are by-passed because of traffic problems, immediate action is needed.

A number of recommendations have been made including widening the roadway out atleast as far as airport corner. This would certainly accommodate more traffic much faster. But whatever is going to be done, let us hope consideration is given to the over-all plan. Then, let's hope improvements are done quickly.

Not only is the Southwest Fourth Avenue route an inconvenience to those who must use it, it is dangerous and a real bottleneck to traffic flowing into and out of Ontario.

cy Curo, Kilahoe, Coulter

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

December 19, 1977

Ms. Peggy Emerson
Skipper's Fish & Chips
1715 114th St. SE
Bellview WA 98004

Dear Ms. Emerson:

318-H
17,1-K

This is in answer to your request of December 15 for information regarding possible right of way needs on the Ontario-Cairo Junction Section of the Olds Ferry-Ontario Highway.

The enclosed sketch map indicates the highway widening proposals and the additional right of way which it would require. This plan would allow for 4 lanes of traffic, a 5th lane for turning moves and parking on both sides for a total street width of 84 feet. This plan did have some significant effects on the adjacent culture; therefore, an alternative which would eliminate street parking was also studied. In this plan the street width would be 68 feet which would reduce the right of way needs about 8 feet on each side of the street. You will note on the map that cut and fill slopes fall beyond the proposed right of way which means that in addition to the right of way, some additional width will be required under an easement.

Neither of these plans have been included in an environmental impact statement, nor have they been taken to advisory committee and public hearings. These plans can be considered as preliminary only until the above actions have been completed.

If we can be of further service, please advise.

RECEIVED
TECHNICAL SERVICES

DEC 19 '77

REFER TO

FOR

Info	Inve.	R/D	D/R	Len.	Act	File

Very truly yours,

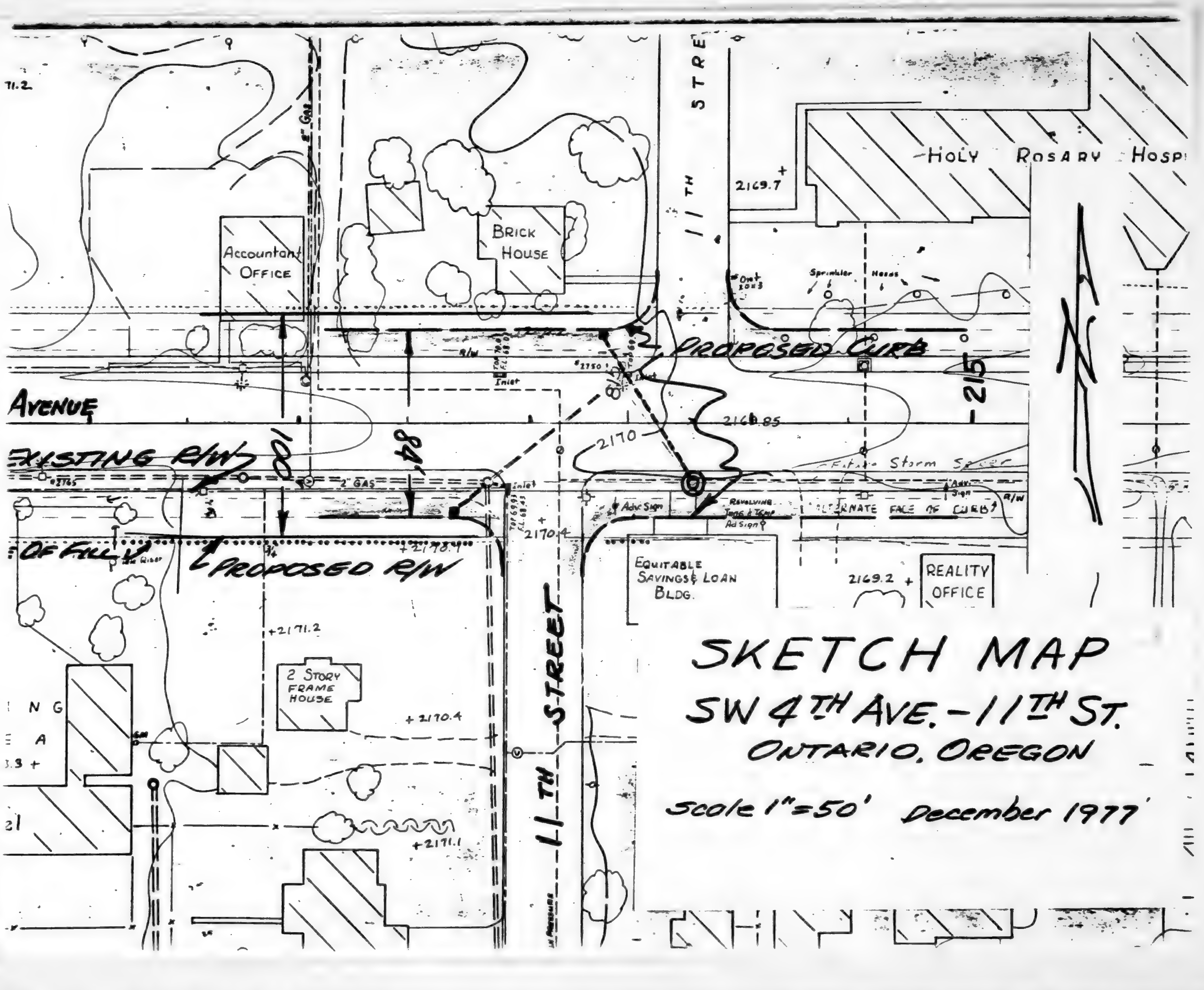
Frank E. Terpin
Location Engineer

By

George C. Wills
Field Location Engineer

Enc.
GCW:mc
bc E. S. Hunter (w/att)
W. E. Schwartz "
Dale Hiatt "

Form 81-734-3123



SKETCH MAP
SW 4TH AVE. - 11TH ST.
ONTARIO, OREGON
Scale 1"=50' December 1977

HOLY ROSARY HOSP
11 TH STRE
Accountant OFFICE
BRICK HOUSE
AVENUE
EXISTING R/W
OF FILL
PROPOSED R/W
PROPOSED CURB
100'
84'
215
2169.7
2168.85
2170
2170.4
2171.2
2170.4
2171.1
2169.2
2" GAS
Inlet
Sprinkler Heads
Future Storm Sewer
Adv. Sign
Revolving Temp & Temp Ad Sign
ALTERNATE FACE OF CURB
R/W
EQUITABLE SAVINGS & LOAN BLDG.
REALITY OFFICE
2 STORY FRAME HOUSE
11 TH STREET
71.2

But on behalf of the residents of the Annex area, I would like to beg your consideration of that also. And again, thank you very much for the opportunity to appear before you today. I look forward to having some of you in Ontario on the 27th. Thank you.

WALSH: Fred, do you know where that request is on the -

MR. KLABOE: Yes. We received the request. It hasn't been too long ago; I can't remember exactly, but in the last two weeks, I would say. And it is being investigated by our Traffic Section now, and we will have a reply for you on that Annex question shortly.

WALSH: The costs on that kind of thing I would assume are very modest.

KLABOE: It depends.

WALSH: If you are just talking speed control on it?

KLABOE: We'd like to make a pretty good analysis of the whole thing and see what the problem is.

/ Versteeg
Christensen
George
Olson
Terpin
Sullivan
Scott
Savage

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OCT 25 1977
ENGINEERING SECTION

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CITY OF Ontario ... THE CAPITAL OF EASTERN OREGON

ONTARIO, OREGON
97914

October 21, 1977

Mr. L. E. George
Traffic Engineer
Department of Transportation
504-A Transportation Building
Salem, Oregon 97310

Dear Mr. George:

As you may or may not be aware the City of Ontario has been negotiating with the Department of Transportation for quite some time for the widening of S. W. 4th Avenue from S. W. 9th Street to the airport corner. We recently met with members of the Highway Commission and they indicated to us that money was not available for the needed widening but that money could be made available for additional signalization along S. W. 4th Avenue, if studies indicated they were warranted.

With our recent growth rate and development trends the traffic on S. W. 4th Avenue has increased dramatically. It has reached a level where it is nearly impossible to enter 4th Avenue from the side streets during heavy traffic hours, which has inflated the problem to a community-wide issue.

NOTED
L. E. GEORGE

We would like to request a traffic count on S. W. 4th Avenue as well as a traffic study to determine the feasibility of traffic signal installations at S. W. 4th Avenue at Dorian Drive and S. W. 4th Avenue at 12th Street. If there is any supporting data or research that we can provide, please contact our staff and they will be glad to provide whatever they can.

RECEIVED
OCT 24 1977
TRAFFIC ENGINEERING

Your most serious consideration of this matter will be most appreciated by both myself and the community.

Very truly yours,

Clinton H Bellows

Clinton H. Bellows
Mayor

CHB:rmg

1 Versteeg
Form 81-734-3040
Christensen
George
Olsen
Terpin
Sullivan
Scott
Savage

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ENGINEERING SECTION

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OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

Ontario - Cairo Jct
Location Section
Nov 30, 1977
84' Section
DRB

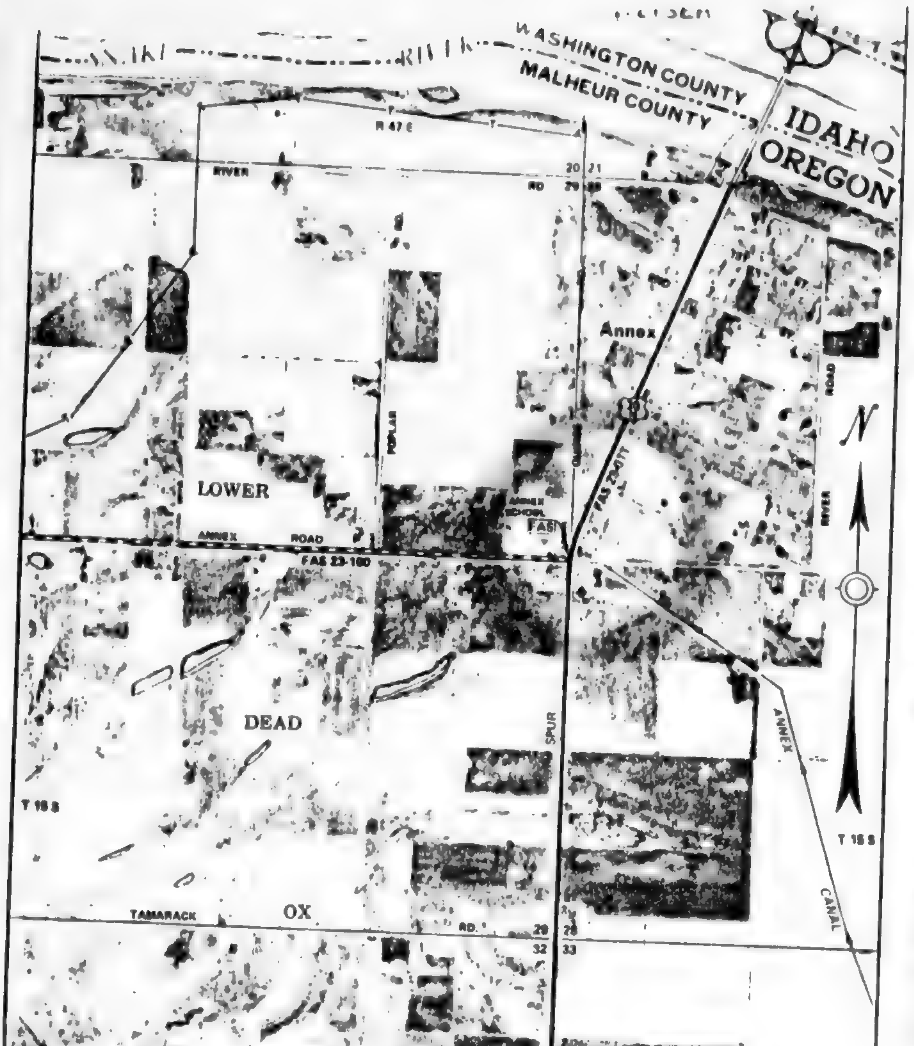
Park St. - Dorian Rd.

Constr. Items cost from 1974 field Est.		821,414
Incr. by 20% for infl. (from Cost Section)		164,283
	Sub-total	985,697
20% E & C		197,140
	Total Constr. Costs.	1,182,837
	Say	1,190,000
With R/W 630,000 +		1,820,000 *

Dorian Road - Airport Way

Constr. Items cost from 1974 field Est.		503,501
Incr. by 20% for infl. (from Cost Section)		100,700
	Sub-total	604,201
20% E & C		120,840
	Total Constr. Costs	725,041
	Say	730,000
With R/W 110,000 +		840,000 *

* R/W estimates based on a 20% increase of the 1974 Region Liaison Right of Way Report


SNAKE RIVER
WEISER
WASHINGTON COUNTY
MALHEUR COUNTY
IDAHO
OREGON
R 47 E
RIVER RD
20 21
29 28
Annex
POPLAR
LOWER
ANNEX ROAD
ANNEX SCHOOL
FAS 23-100
FAS 23-011
RIVER ROAD
N
DEAD
OX
FLAT
SPUR
ANNEX CANAL
T 15 S
TAMARACK RD
32 33
WEISER
SNAKE RIVER
PATCH ISLAND
OLDS FERRY FAS 23 010
ONTARIO HWY
CEMETERY
Weiser Jct.
T 15 S
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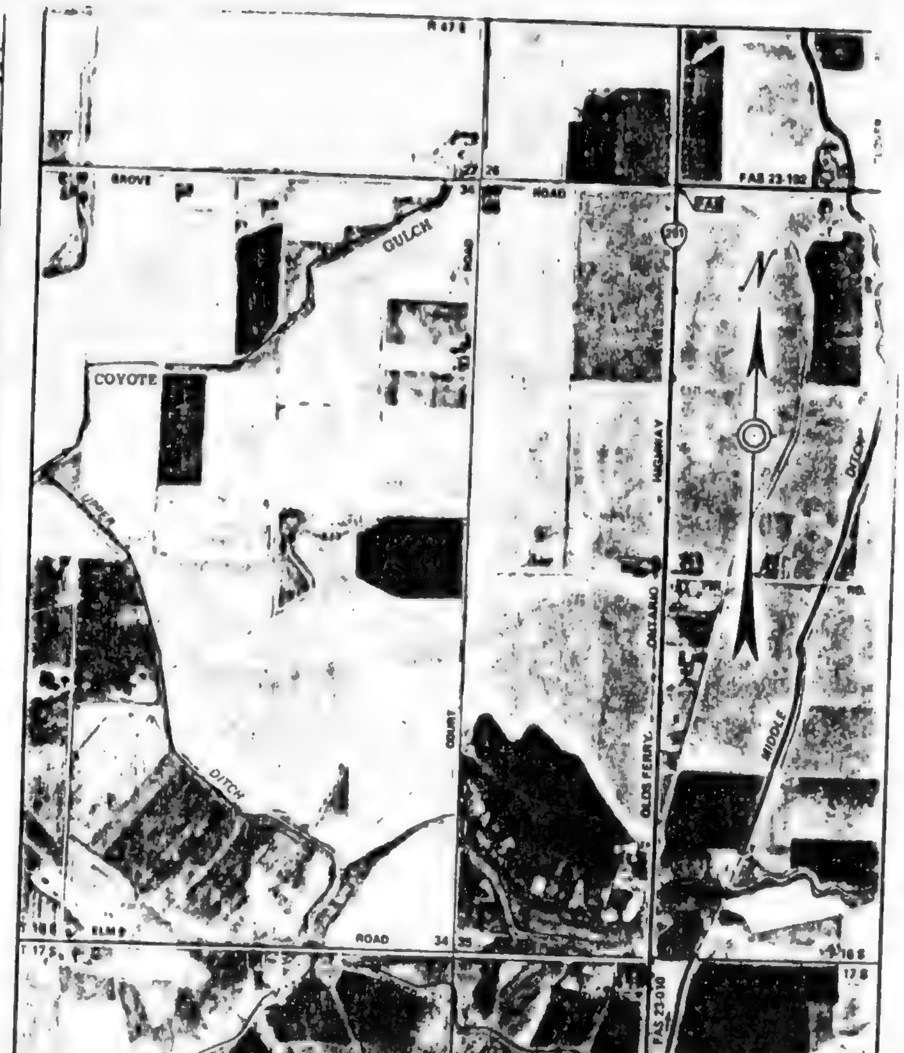
FAS 23-010
R 47 E

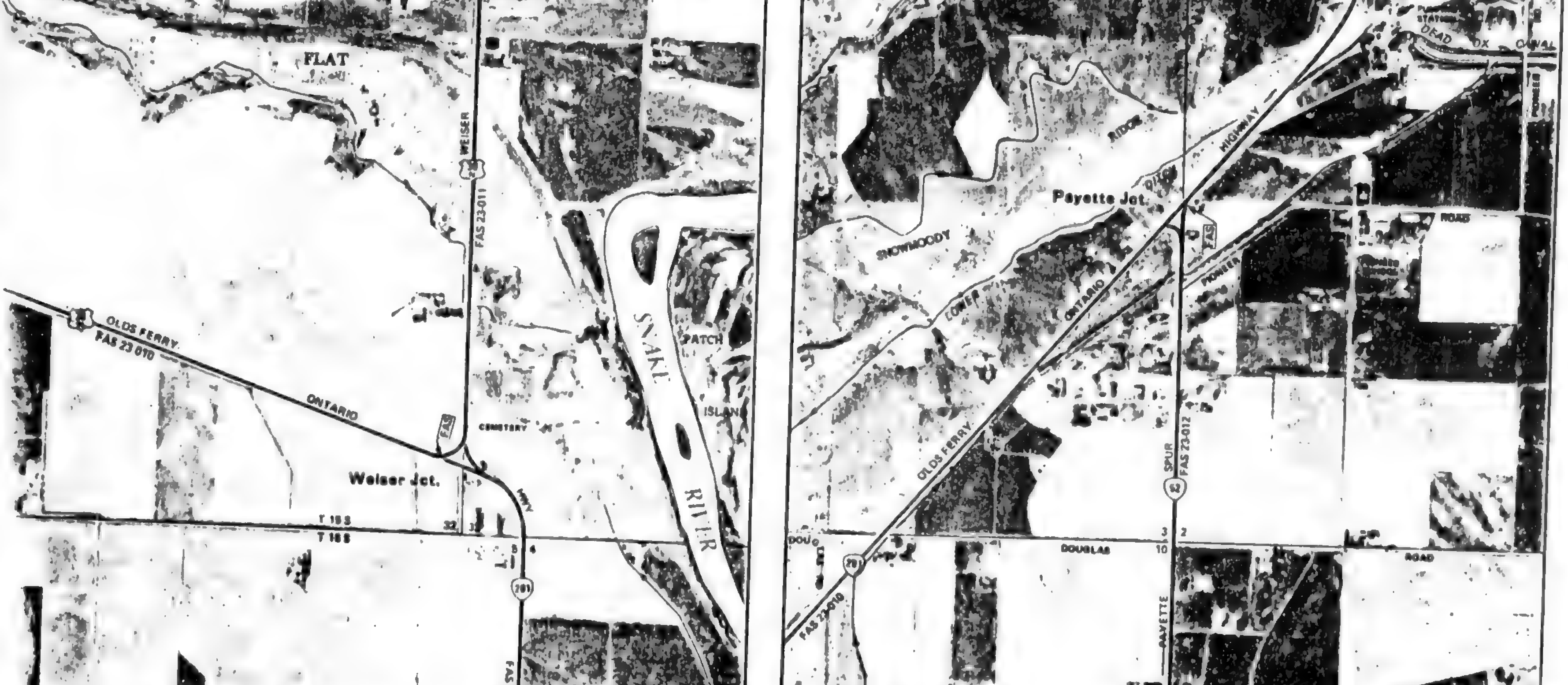
ANNEX

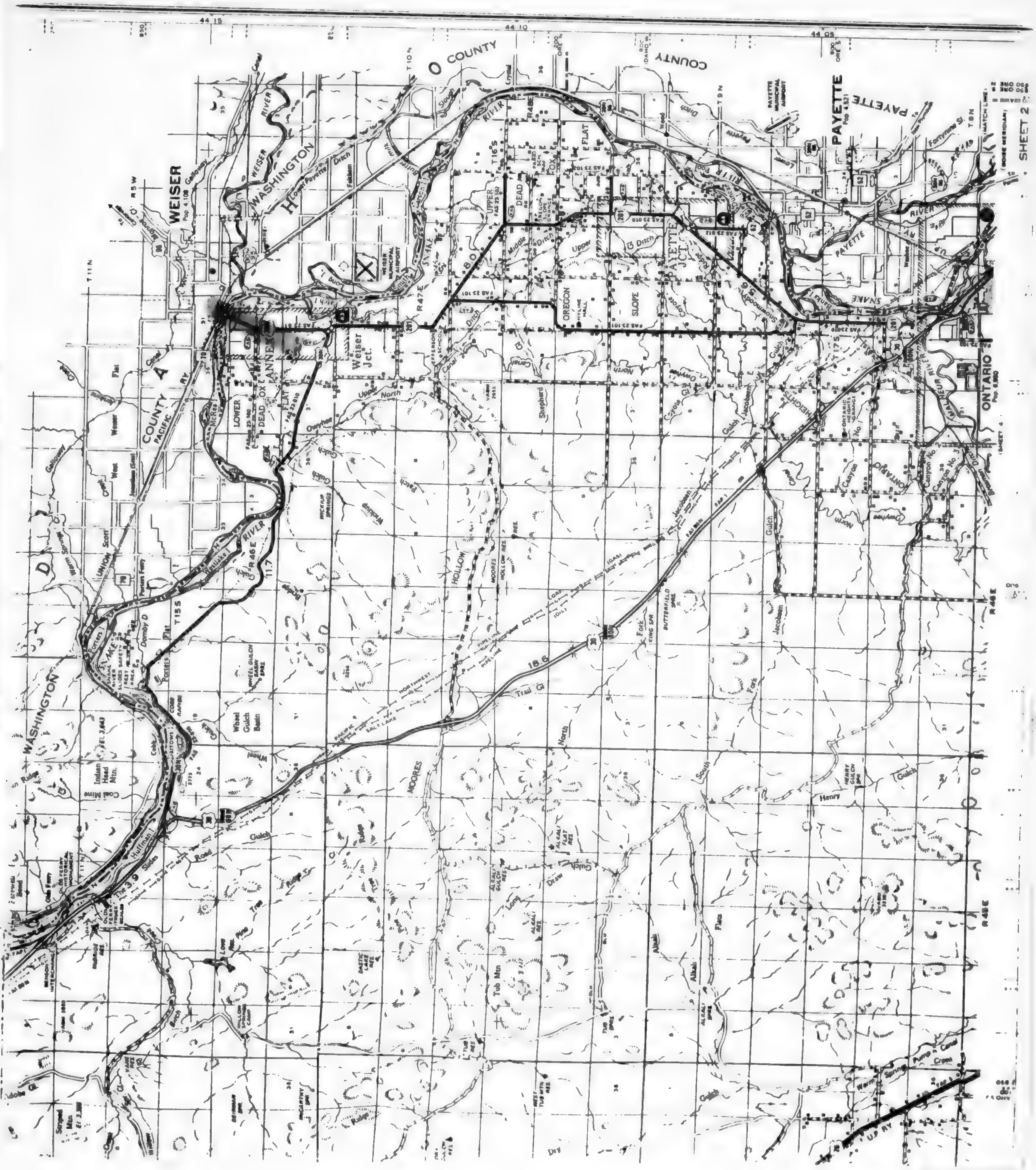
A3


R 47 E
GROVE
ROAD
FAS 23-102
GULCH
COURT ROAD
COYOTE
UPPER
DITCH
N
OLDS FERRY ONTARIO HIGHWAY
MIDDLE DITCH
ELMS ROAD
34 35
T 16 S
T 17 S
FAS 23-010
DEAD OX CANAL
RIDGE
Payette Jct.
SNOWMOODY
LOWER
ONTARIO
SPUR
FAS 23-012
52
201
DOUGLAS ROAD
PAYETTE
3 2
10

PAYETTE JUNCTION

A4


R 47 E
201
FAPS
HWY
Cairo
MALHEUR AVE.
UNION PACIFIC
18 17
19 20
IZAAK WALTON CLUB
ONTARIO
STEWART-CARTER DITCH
ALAMEDA
FAS 23-111
20 21
RY.
Malheur Jct.
BOULEVARD GRANGE


44 15
44 10
44 05
O COUNTY
COUNTY
PAYETTE
PAYETTE Pop 4,521
SHEET 2
WEISER Pop 4,108
WASHINGTON
WEISER RIVER
R5W
T11N
T10N
T9N
T16S
T15S
T17S
R46E
R47E
R48E
UPPER DEAD OX FLAT
LOWER DEAD OX FLAT
ANNEX
Weiser Jct.
OREGON SLOPE
PAYETTE JCT.
PAYETTE RIVER
SNAKE RIVER
MALHEUR RIVER
ONTARIO
COUNTY PACIFIC
HOLLOW
MOORES
Wheel Gulch Basin
Indian Head Mtn.
Coal Mine
WASHINGTON
Huffman
Olds Ferry
Farewell Bend
Jacobsen
Butterfield
Henry Gulch
Tub Mtn
UP RY
18.6
11.7

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The following

Document(s)

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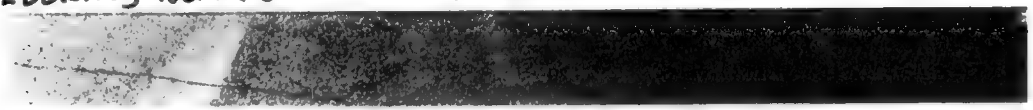
Photographs

NOV

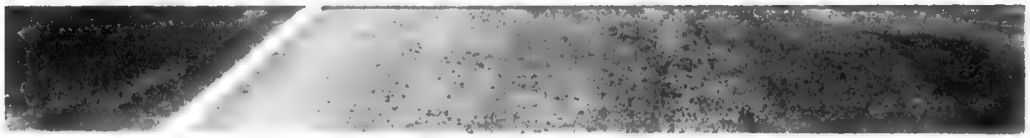
Looking East on 4th Ave. 150 ft west of 12th St.

Looking west on 4th Ave 150 ft East of 12th St

Looking North on 12th St south of 4th Ave



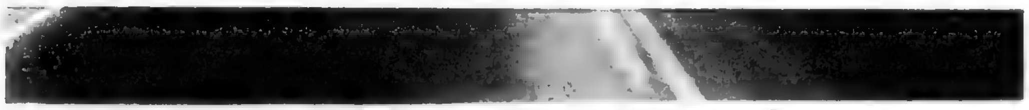
Looking South on 12th st north of 4th Ave.



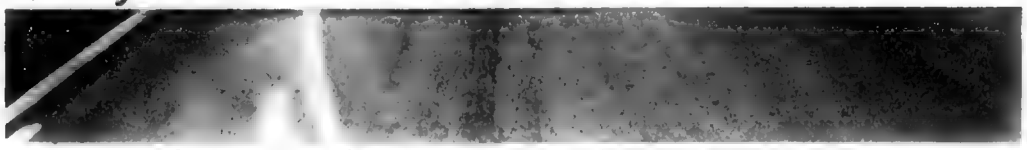
Looking East on 4th Ave 120ft west of Sunset Dr.

Looking East on 4th Ave 200 ft west of Sunset

Looking East on 4th Ave 200 ft west of Sunset

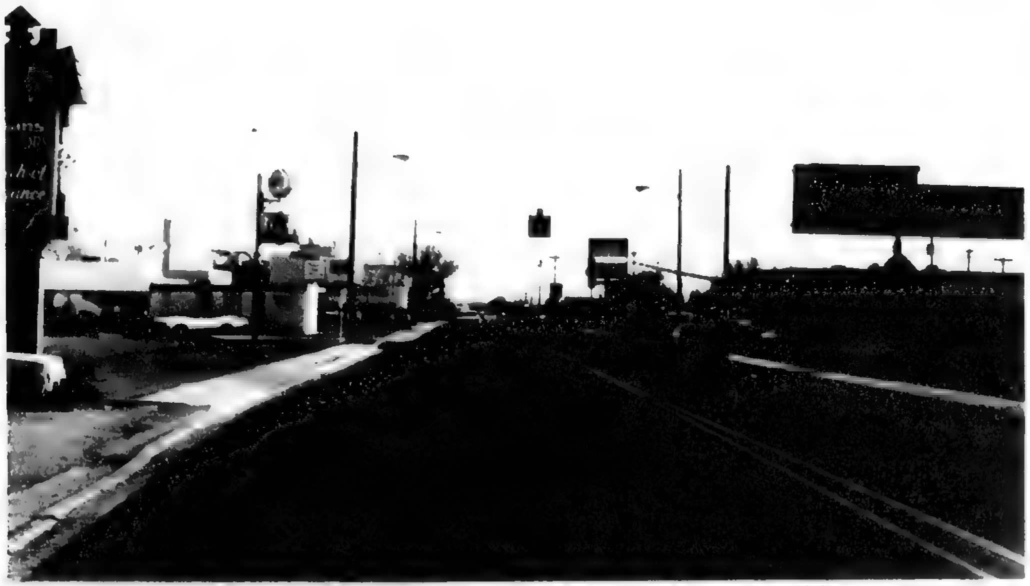


Looking West on 4th Ave. 250 ft E. of Dorian



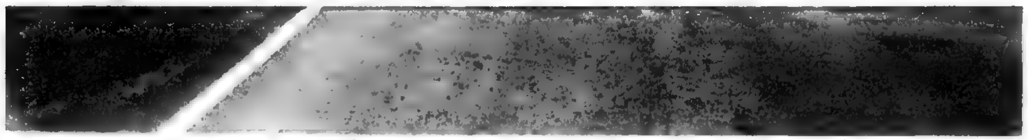
Looking East on 4th Ave. at Bi-Mart Entrance

NOV


Looking west on 4th Ave 150 ft East of 12th St

Looking North on 12th St south of 4th Ave

Looking South on 12th St north of 4th Ave.


Looking East on 4th Ave 120ft west of Sunset Dr.

Looking East on 4th Ave 200 ft west of Sunset

Looking East on 4th Ave 200 ft west of Sunset

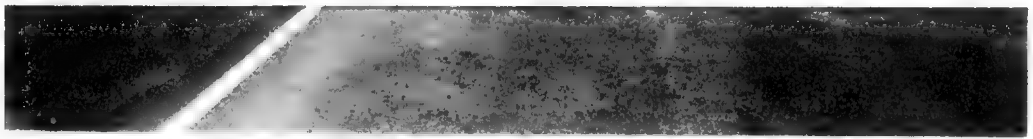
Looking West on 4th Ave. 250 ft E. of Dorian

Looking East on 4th Ave. at Bi-Mart Entrance

NOV

Looking North on 12th St south of 4th Ave

Looking South on 12th St north of 4th Ave.



Looking East on 4th Ave 120ft west of Sunset Dr.

Looking East on 4th Ave 200 ft west of Sunset

Looking East on 4th Ave 200 ft west of Sunset

Looking West on 4th Ave. 250 ft E. of Dorian

Looking East on 4th Ave. at Bi-Mart Entrance

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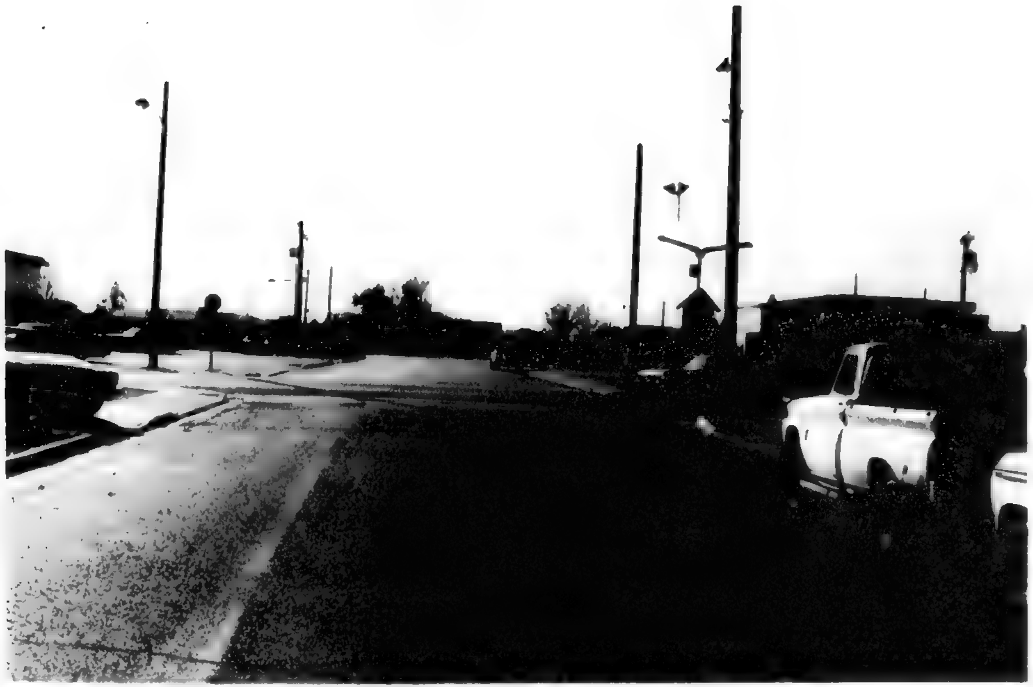
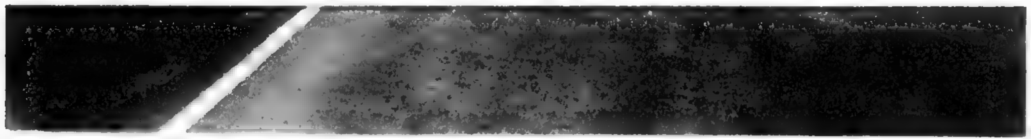


Looking South on 12th st north of 4th Ave.



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Looking East on 4th Ave 200 ft west of Sunset

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Looking West on 4th Ave.250 ft E. of Dorian

Looking East on 4th Ave. at Bi-Mart Entrance

NOV

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Looking East on 4th Ave 200 ft west of Sunset

Looking East on 4th Ave 200 ft west of Sunset

Looking West on 4th Ave. 250 ft E. of Dorian

Looking East on 4th Ave. at Bi-Mart Entrance

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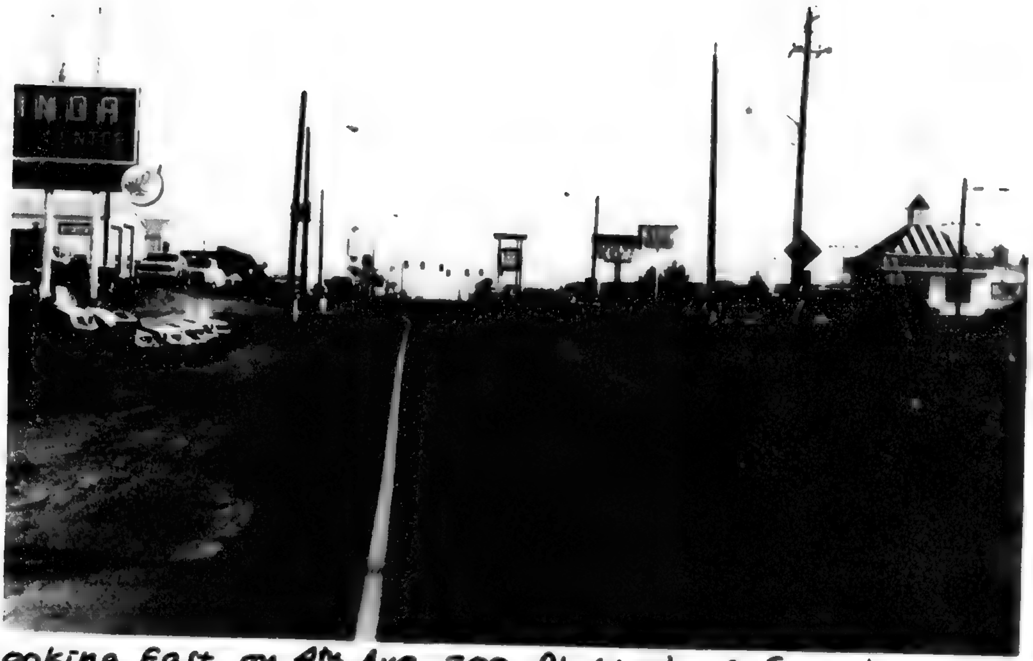
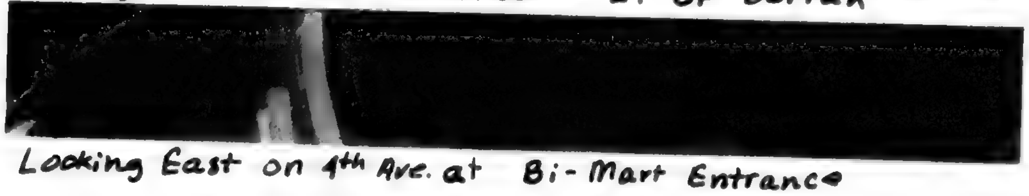

Looking East on 4th Ave 200 ft west of Sunset

Looking East on 4th Ave 200 ft west of Sunset

Looking West on 4th Ave. 250 ft E. of Dorian


Looking East on 4th Ave. at Bi-Mart Entrance

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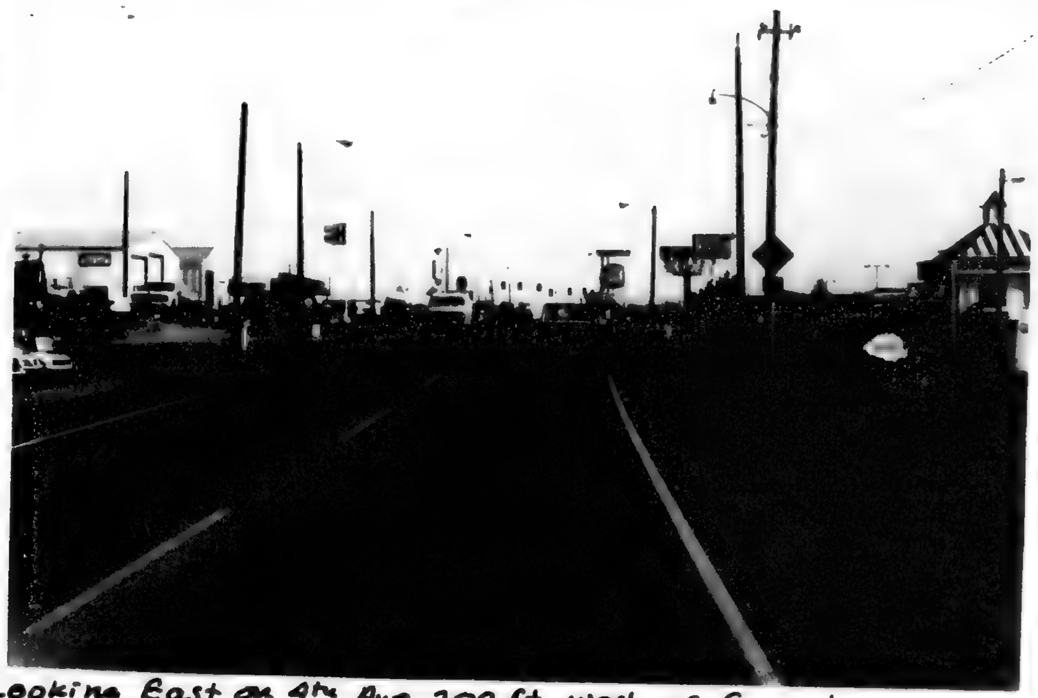

Looking East on 4th Ave 200 ft west of Sunset

Looking West on 4th Ave. 250 ft E. of Dorian

Looking East on 4th Ave. at Bi-Mart Entrance

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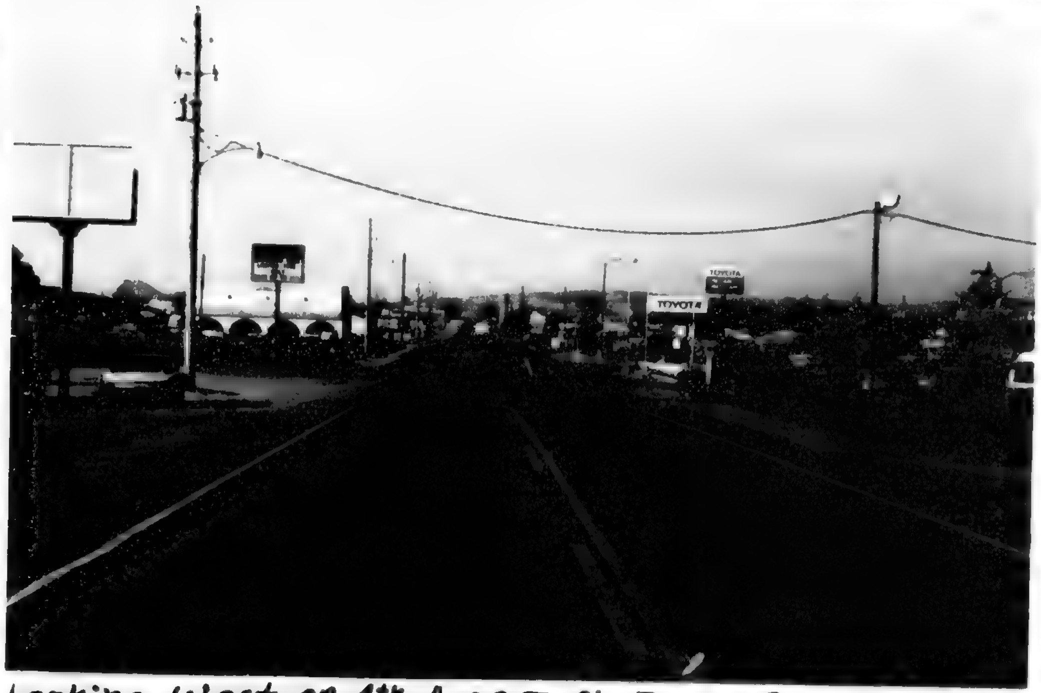
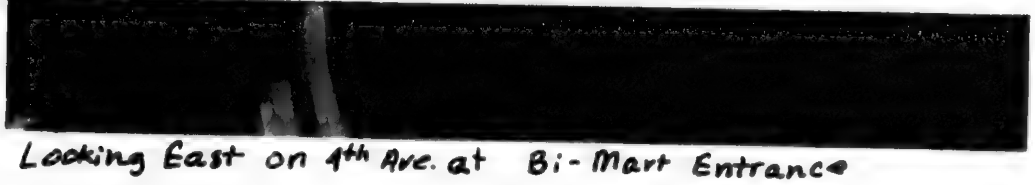


Looking West on 4th Ave. 250 ft E. of Dorian



Looking East on 4th Ave. at Bi-Mart Entrance

Looking East on 4th Ave. at Bi-Mart Entrance

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March 29, 1977

Mr. John B. Collins
City Manager
City of Ontario
Ontario, OR 97914

Dear Mr. Collins:

I would like to think that Ontario is omitted from the map (Page 71) of "A Look Ahead" because everyone obviously knows where it is. However, in checking, I find that the base-maps used in the publication carried Ontario as a separate insert and the insert was inadvertently left off. I apologize for this omission.

We do have a survey authorization for the S.W. 4th Avenue project and it is our intent to develop this project through a design hearing utilizing Economic Growth Center funding. On conclusion of the design hearing, we will know specifically what can be done, and the cost, and make a determination of how and when we will be able to finance the project.

I anticipate being in Ontario sometime in April or May and will be pleased to review this, as well as other items, with you.

Very truly yours,

Robert A. Burco
Director of Transportation

cc: Governor Robert W. Straub
Senator Robert F. Smith
Representative Denny Jones

bc: F. B. Klaboe
H. S. Coulter
L. W. Rulien
Pat Schwartz

LWR:dpy jv

CITY OF Ontario ..... THE CAPITAL OF EASTERN OREGON

FROM THE OFFICE OF CITY MANAGER

ONTARIO, OREGON
97914

March 11, 1977

Robert A. Burco
Director
Oregon Department of Transportation
State Highway Building
Salem, Oregon 97310

Dear Mr. Burco:

For fifteen years, Ontario has been campaigning to have S. W. 4th Avenue, a hazardous arterial which bisects our major shopping area, widened. Repeated promises by state officials including the Governor have not been kept.

Today we received "A Look Ahead". Not only is the project not listed between 1977-81, Ontario isn't even on the map of Malheur County (p.71).

Our feelings are hurt.

Very truly yours,

John B. Collins
City Manager

JBC:rmg

P.S. The people in Follyfarm, Creston, Bonita and Danner are probably pleased with the map.

cc: Pat Schwartz
Senator Robert Smith
Representative Denny Jones
Governor Robert Straub

PROJECT MANAGEMENT

MAR 16 '77

REFER TO

FOR

Info	Investigate	R/D	Action	File	Letter	See me

RECEIVED
DOT OPERATIONS

MAR 16 '77

REFER TO: Rulien

FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

RECEIVED
MAR 14 1977
OFFICE
DIRECTOR of TRANSPORTATION

for Burco:
Pl expedite!

December 12, 1975

Mr. John B. Collins
City Manager
City of Ontario
City Hall
Ontario, OR 97914

Dear Mr. Collins:

I enjoyed having the opportunity to meet with you and the delegation from Ontario last month in Portland. I agree with the need for improvement to the section of Fourth Street as you outlined, and I have asked the Transportation Commission to consider the project for inclusion in the update of the Six-Year Program.

As explained during the Portland meeting, the current Six-Year Program will be revised early in 1976 to fit both the public's expressed needs for transportation improvements in Oregon and the funding which will be provided by the 1975 Federal Aid Highway Act.

The contents of the 1975 Act will probably control the time frame under which your project can be constructed. If Congress should pass either of the proposals now being considered in the Senate and House, there will be a drastic reduction in appropriations for Primary, Secondary and Urban projects.

For example, Oregon's Fiscal Year 1976 apportionment was $44.2 million for these programs. Under the Senate bill, it will be $34.7 million and under the House bill, $29.4 million.

It's easy to see that with a large backlog of high priority projects competing for these funds, any reduction in Oregon's apportionment will seriously delay the construction of many projects.

I have called this matter to the attention of our Congressional Delegation and suggest you also contact them to emphasize Oregon's need for an increased funding level in the Primary, Secondary and Urban programs.

bc George M. Baldwin
E. S. Hunter
L. W. Rulien
V. E. Skoog
ESH:ja

Prepared for the Governor's signature subject to his approval.

Highway revenues are not holding up to the forecast used in preparation of the 1975-77 budget. In addition, the one cent gas tax and associated weight/mile tax have been referred to the November 1976 General Election. These two factors, aggravated by inflation, have caused the Transportation Commission to defer further bond sales under the $150 million bond program. My tax program, presented to the last Legislature, of a two-cent increase in gas tax and related increases in weight/mile and operator's fees, would have generated $100 million for the biennium. A portion of this revenue was earmarked to continue the bond program.

However, this picture could improve in the future, and I have asked the Department of Transportation to retain the Fourth Street project as the No. 1 priority on your district's bond program. By having this project on both the revised Six-Year Program and the bond program, I feel that some type of funding may be available in the not-too-distant future. However, I hasten to add that a favorable vote on the gas tax increase next November and an increase rather than a decrease in Federal Aid to Primary, Secondary and Urban programs are absolutely essential for timely construction of needed projects such as Fourth Street in Ontario.

You already know that your project was a victim of circumstances, so I will not repeat the explanation you received in Portland on the category changes of the 1973 Federal Aid Highway Act.

The Economic Growth Center program provided Oregon with $4.3 million to be used for highway projects in either of the two areas designated, which were Coos Bay and Ontario. As you know, most of the money was used to contract the Winston-Shady and Slater Creek-Mystic Creek projects. The remainder was used for engineering studies in the Ontario area and to construct the Malheur River Bridge Section.

The Coos Bay area projects have been on Department of Transportation construction programs for several years and, therefore, the project development was nearly complete. Good fiscal management indicated that these projects, being ready, should be contracted with Economic Growth Center funds to avoid the possibility of losing them.

I have asked the Department of Transportation to get the Fourth Street project ready as soon as possible in order that it can be contracted using Economic Growth Center funds, if that program is continued in its present form under the 1975 Federal Aid Highway Act.

Sincerely,

Governor

RWS:ha

bcc Department of Transportation

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 17, 1975

TO MEMO TO THE FILE

Ed

FROM E. S. Hunter
Deputy State Highway Engineer

318 H

SUBJECT Governor's Town Hall Meeting with the Ontario Delegation Regarding Widening of S. W. 4th Avenue

The meeting was conducted by Jack Collins, City Manager, who reviewed in detail the case history starting with an agreement dated November, 1970 between the State Highway Commission and the City of Ontario.

The upshot of the discussion was simply that the City of Ontario is united in that widening of S. W. 4th Avenue from 9th Street to the west city limits is their No. 1 highway project. They feel they have not received their fair share of highway funds since this project has been under agreement since 1970.

The Governor made no commitments other than to say he would talk to the proper people in the Department of Transportation to see if there was some way to come up with 1.5 million dollars to build the short section from 9th Street to Dorion Street.

The attached exhibits were used by Mr. Collins to explain the need for the project.

Attachments

ESH:ja

cc F. B. Klaboe
R. L. Schroeder (enc.)
H. S. Coulter "
L. W. Rulien "

EXHIBIT 2

ORDINANCE NO. 1419

AN ORDINANCE AMENDING ORDINANCE NO. 1103 OF THE CITY OF ONTARIO, MALHEUR COUNTY, OREGON, TO PROVIDE FOR SET BACKS OF BUILDINGS FROM THE CENTER LINE OF SOUTHWEST 4th AVENUE, AND DECLARING AN EMERGENCY.

WHEREAS, the City of Ontario has recommended a change in Ordinance No. 1103 relating to set backs of buildings from the center line of Southwest 4th Avenue, now therefore,

THE COMMON COUNCIL OF THE CITY OF ONTARIO, OREGON, DOES ORDAIN AS FOLLOWS:

Section1: That Section 16 of Ordinance 1103 be, and the same is, hereby amended to add the following language, to-wit:

> "All buildings hereafter erected or moved or extended along Southwest 4th Avenue from the intersection of Southwest 9th Street west to the present City Limits, or to such point westerly as may hereafter constitute the west City Limits, shall be set back a distance of 45 feet from the center line of said Southwest 4th Avenue."

Section 2: That it is necessary for the immediate preservation of public health, safety and peace of the City of Ontario, that this ordinance take effect immediately; and therefore, it is hereby declared to be an emergancy, and this ordinance shall be effective immediately upon its passage by the Common Council and approved by the Mayor.

PASSED by the Common Council and approved by the Mayor September 20th, 1965.

EXHIBIT 3

CITY OF ONTARIO

1974-75 ACCIDENTS

S.W. 4th Ave. from S.W. 9th St. to west City limits (Project)

KEY TO INJURY CLASSIFICATIONS:

A -	Incapacitated, unconscious, could not walk, broken or distorted limbs, severe lacerations, etc.
B -	Nonincapacitated, lump, abrasions, cuts.
C -	Possible momentary unconsciousness, pain, nausea, limping.
D -	No apparent injury.
K -	Fatality.

SUMMARY:

	1974	1975
CLASS A	0	2
CLASS B	3	1
CLASS C	5	16
CLASS D (NO INJURY)	31	53
CLASS K (FATALITY)	0	1
TOTAL NO. OF ACCIDENTS ON PROJECT	39	73
TOTAL NO. OF ACCIDENTS IN ONTARIO	371	356

*1975 through November 13

1974

MONTH / YEAR	INTERSECTION	INJURY CLASSIFICATION
1/74	S.W. 4th Ave. & 13th St.	No Injury
2/74	S.W. 4th Ave. & Alameda	No Injury
4/74	S.W. 4th Ave. & 9th St.	No Injury
4/74	S.W. 4th Ave. & Alameda	No Injury
4/74	S.W. 4th Ave. & 9th St.	Class C
4/74	S.W. 4th Ave. & 11th St.	No Injury
4/74	S.W. 4th Ave. & 12th St.	No Injury
5/74	S.W. 4th Ave. & 11th St.	No Injury
5/74	S.W. 4th Ave. & 9th St.	No Injury
6/74	S.W. 4th Ave. & 9th St.	No Injury
6/74	S.W. 4th Ave. & Alameda	No Injury
6/74	S.W. 4th Ave. & Hendrix Car Wash	No Injury
6/74	S.W. 4th Ave. & 9th St.	No Injury
7/74	S.W. 4th Ave. & 9th St.	No Injury
7/74	S.W. 4th Ave. & 12th St	Class C
8/74	S.W. 4th Ave. & Anderson's Cafe	No Injury
8/74	S.W. 4th Ave. & 11th St.	Class C
8/74	S.W. 4th Ave. & Alameda	No Injury
9/74	S.W. 4th Ave. & 9th St.	No Injury
9/74	S.W. 4th Ave. & 11th St.	Class B
9/74	S.W. 4th Ave. & 11th St.	No Injury
9/74	S.W. 4th Ave. & Alameda	No Injury
10/74	S.W. 4th Ave. & 12th St.	No Injury

1974 Cont.

MONTH/YEAR	INTERSECTION	INJURY CLASSIFICATION
10/74	S.W. 4th Ave. & West Park Plaza entrance	No Injury
10/74	S.W. 4th Ave. & 12th St.	No Injury
10/74	S.W. 4th Ave. & 11th St.	Class C
10/74	S.W. 4th Ave. & Verde Drive	Class B
11/74	S.W. 4th Ave. & Verde Drive	Class C
11/74	S.W. 4th Ave. & 11th St.	No Injury
12/74	S.W. 4th Ave. & Verde Drive	No Injury
12/74	S.W. 4th Ave. & 12th St.	No Injury
12/74	S.W. 4th Ave. & Sunset	No Injury
12/74	S.W. 4th Ave. & 11th St.	No Injury
12/74	S.W. 4th Ave. & 9th St.	No Injury
12/74	S.W. 4th Ave. & Hillcrest	No Injury
12/74	S.W. 4th Ave. & 11th St.	Class B
12/74	S.W. 4th Ave. & 12th St.	No Injury
12/74	S.W. 4th Ave. & 9th St.	No Injury
12/74	S.W. 4th Ave. & 9th St.	No Injury

1975

MONTH/YEAR	INTERSECTION	INJURY CLASSIFICATION
1/75	S.W. 4th Ave.& 11th St.	Class C
1/75	S.W. 4th Ave.& Alameda	No Injury
1/75	S.W. 4th Ave.& Alameda	No Injury
1/75	S.W. 4th Ave.& 13th St.	No Injury
1/75	S.W. 4th Ave.& ALameda	Class C
1/75	S.W. 4th Ave.& 11th St.	Class C
1/75	S.W. 4th Ave.& 9th St.	No Injury
2/75	S.W. 4th Ave. & 9th St.	No Injury
3/75	S.W. 4th Ave. & 9th St.	Class C
3/75	S.W. 4th Ave. & 13th St.	No Injury
3/75	S.W. 4th Ave. & 12th St.	No Injury
3/75	S.W. 4th Ave. & 11th St.	No Injury
3/75	S.W. 4th Ave. & 11th St.	Class C
3/75	S.W. 4th Ave. & Grizzly Bear	No Injury
3/75	S.W. 4th Ave. & Verde Drive	No Injury
4/75	S.W. 4th Ave. & Holy Rosary Hospital	No Injury
4/75	S.W. 4th Ave. & 12th St.	No Injury
4/75	S.W. 4th Ave. & Verde Drive	No Injury
4/75	S.W. 4th Ave. & 9th St.	Class C
4/75	S.W. 4th Ave. & Holy Rosary Hospital	Class C
5/75	S.W. 4th Ave. & Holy Rosary Hospital	No Injury
5/75	S.W. 4th Ave. & 12th St.	No Injury

1975 Cont.

MONTH/YEAR	INTERSECTION	INJURY CLASSIFICATION
5/75	S.W. 4th Ave. & Alameda.	No Injury
6/75	S.W. 4th Ave. & 9th St.	No Injury
6/75	S.W. 4th Ave. & 9th St.	No Injury
6/75	S.W. 4th Ave. & 12th St.	No Injury
6/75	S.W. 4th Ave. & West Park Plaza Entrance	No Injury
6/75	S.W. 4th Ave. & Dorian Drive	No Injury
6/75	S.W. 4th Ave. & Alameda	No Injury
6/75	S.W. 4th Ave. & WPP & 13th St.	Class C
6/75	S.W. 4th Ave. & Alameda	Class A, B, K
6/75	S.W. 4th Ave. & 11th St.	No Injury
6/75	S.W. 4th Ave. & Alameda	No Injury
7/75	S.W. 4th Ave. & Alameda	Class C
7/75	S.W. 4th Ave. & 12th St.	No Injury
7/75	S.W. 4th Ave. & 11th St.	No Injury
7/75	S.W. 4th Ave. & DeYoungs Floral	Class A
7/75	S.W. 4th Ave. & 9th St.	No Injury
7/75	S.W. 4th Ave. & Park Blvd.	Class C
7/75	S.W. 4th Ave. & 11th St.	No Injury
8/75	S.W. 4th Ave. & 9th St.	No Injury
8/75	S.W. 4th Ave. & Verde Drive	No Injury
8/75	S.W. 4th Ave. & 12th St.	Class C
8/75	S.W. 4th Ave. & Verde	Class B
8/75	S.W. 4th Ave. & 12th St.	Class A
9/75	S.W. 4th Ave & Alameda	No Injury
9/75	S.W. 4th Ave. & Alameda	Class C
9/75	S.W. 4th Ave. & 12th St.	No Injury

1975 Cont.

MONTH/YEAR	INTERSECTION	INJURY CLASSIFICATION
9/75	S.W. 4th Ave. & Alameda	No Injury
9/75	S.W. 4th Ave. & 11th St.	Class C
9/75	S.W. 4th Ave. & Park Blvd.	No Injury
9/75	S.W. 4th Ave & 11th St.	No Injury
9/75	S.W. 4th Ave & Alameda	No Injury
9/75	S.W. 4th Ave. & 11th St.	No Injury
9/75	S.W. 4th Ave. & Holy Rosary Hospital	No Injury
9/75	S.W. 4th Ave. & Chapel of Roses	No Injury
9/75	S.W. 4th Ave. & Alameda	Class C
9/75	S.W. 4th Ave. & Park Blvd.	No Injury
10/75	S.W. 4th Ave.& 12th St.	No Injury
10/75	S.W. 4th Ave.& Park Blvd.	No Injury
10/75	S.W. 4th Ave.& Park Blvd.	No Injury
10/75	S.W. 4th Ave.& Verde Drive	No Injury
10/75	S.W. 4th Ave. & 12th St.	No Injury
10/75	S.W. 4th Ave. & 11th St.	No Injury
10/75	S.W. 4th Ave. & 12th St.	No Injury
10/75	S.W. 4th Ave. & 12th St.	No Injury
10/75	S.W. 4th Ave. & 11th St.	No Injury
10/75	S.W. 4th Ave & Alameda	No Injury
11/75	S.W. 4th Ave. & Sunset	No Injury
11/75	S.W. 4th Ave. & 9th St.	No Injury
11/75	S.W. 4th Ave. & Holy Rosary Hospital	Class C
11/75	S.W. 4th Ave. & Alameda	No Injury

EXHIBIT 4

AVERAGE DAILY TRAFFIC DATA

Note: Data taken from "Oregon State Highway Division Traffic Volume Tables for 1974." (pg. 90)

S. W. 4th Avenue, Ontario

MP 27.79	9th St. Intersection	14,000
28.22	East of Alameda Dr. Int.	14,300
28.24	West of Alameda Dr. Int.	13,100
28.35	West of Verde Dr. Int.	10,600
29.09	West City Limits of Ontario	7,000
30.29	Butler Blvd.	5,900
31.73	Cairo Jct.	5,700

Note: A spot count was made by the Ontario Police Department on October 20, 1975 at a point just west of the hospital. Time of day was between 3:15 and 3:45 p.m. which avoided the peak flow and minimum flow. This count shows 1,038 vehicles per ½ hour and would indicate that perhaps the Highway Division Data for 1974 is erroneous and that a new count for this area should be made.

8/26/70
MCH:lat
Approved by Klaboe

EXHIBIT 5

AGREEMENT

THIS AGREEMENT made and entered into by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and the CITY OF ONTARIO, a municipal corporation, by and through its City Officials, hereinafter called "City";

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted in all particulars to the needs of the people of the State of Oregon, State and City plan and propose to improve the Verde Drive-Airport Road Section of the Olds Ferry-Ontario Highway, State Secondary Highway No. 455 (ORE 201), within the corporate limits of the City of Ontario. Hereinafter all acts necessary to effectively accomplish this end shall be referred to as "project."

2. By the authority granted in ORS 366.775 and ORS 373.030, State and City may enter into agreements for the construction, reconstruction, improvement, or repair of any street, highway, or road; and State may, with the consent of City, change the grade of any street, highway, or road over which state highway traffic is routed.

3. By the authority granted in ORS 373.010, State shall select and designate the streets of the City over which the state highway shall be routed, and may change such routing when in its opinion the interests of the motoring public will be better served.

4. Recognizing the mutual benefits which will accrue to the residents of State and City by reason of this project, and to promote the safety and welfare of the public in general, State and City hereby pledge complete cooperation, each with the other, in order to accomplish effectively those things set forth and agreed to in this agreement.

5. Attached hereto, marked "Exhibit A," and by this reference made a part hereof, is a sketch map showing, colored in red, the approximate location and limits of the project including a sketch of the proposed typical section.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State, by execution of this agreement, approves the RECITALS herein, Exhibit A, THINGS TO BE DONE BY CITY, and all other provisions of this agreement.

MCH:lat
8/26/70
Approved by Klaboe

2. State shall prepare all plans, obtain the necessary right of way, by purchase or otherwise, let and award all contracts, supervise the construction and, upon completion of construction, thereafter maintain the project as a portion of the state highway system.

3. State shall, at its own initial cost, relocate or cause to be relocated all existing utility conduits, lines, poles, mains, pipes, and other such facilities, except as provided in paragraph 4, following, that are located on private property where such relocation is necessary to conform said utilities or facilities with the plans for the project.

4. State shall, upon receipt from City of an itemized statement in triplicate of such costs, reimburse City for 75 per cent of the actual costs incurred by City in relocating or extending, including costs for any additional facilities made necessary by such extension, any City-owned facilities located within city streets, or on City-owned property, or on private property under easement to City where such relocation or extension is necessary to conform said utilities or facilities with the plans for the project.

5. State shall, in the first instance, pay all costs of project; however, the actual total cost of the project shall be shared 75 percent by State and 25 percent by City. Upon completion of the project State shall submit to City an itemized statement of the final actual total cost of the project. State shall refund to City all that portion of City's deposit which is in excess of City's share of said final total actual cost of the project.

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the RECITALS herein, Exhibit A, THINGS TO BE DONE BY STATE, and all other provisions of this agreement.

2. City shall, five weeks prior to the scheduled bid opening for the project, furnish State with an estimate, based on the plans for the project furnished by State, of the cost of relocating or extending those City-owned utilities or facilities described in the following paragraph.

3. City shall, at its own initial cost and upon request by State, relocate or extend existing City-owned utility conduits, lines, poles, mains, pipes, and other such City-owned facilities located within city streets, or on City-owned property, or on private property under easement to City where such relocation or extension is necessary to conform said utilities or facilities with the plans for the project. City shall thereafter be reimbursed by State as provided in paragraph 4 under THINGS TO BE DONE BY STATE. The City hereby consents that pursuant to 15 CFR Part 8, Section 8.5(b)(4)(ii), the Appendix "A" clauses of the Civil Rights Assurances must be included in all

utility relocation contracts where Federal funds are involved and the City does not perform the relocation work with its own forces. This would usually occur when the City enters into a contract or agreement with contractor to perform all or a portion of the work.

4. City shall, upon request by State and without cost to State, relocate or cause to be relocated, all City-owned utility conduits, lines, poles, mains, pipes and other such facilities not located within a public right of way, upon City-owned property, or on private property under City easement, where such relocation is necessary to conform said facilities to the plans for the project.

5. City shall, without cost to the State, relocate or cause to be relocated all City-owned utility conduits, lines poles, mains, pipes and other such facilities located within or upon the right of way of a state highway under a permit issued by the State Highway Commission upon condition that the permittee will bear the cost of any relocation.

6. City shall, upon request by State and without cost to State, relocate or cause to be relocated all privately-owned utility conduits, lines, poles, mains, pipes, and other such facilities located within the limits of City on public streets or ways where such relocation is necessary to conform said utilities or facilities to the plans for the project. To this end City shall exercise all its municipal powers, including its legislative power, to require relocation of such utilities or facilities.

7. After State has requested City to move any of the abovementioned City-owned utilities or facilities, City shall notify the Engineer prior to commencing the relocation work of such utilities or facilities so that the relocation work can be properly coordinated with the other work of the project.

8. City shall allow State engineers and/or inspectors to inspect any relocation of utility conduits, lines, poles, mains, pipes and other such facilities, as described in paragraphs 3 and 4 in order to determine whether said utilities or facilities have been relocated in accordance with the plans for the project.

9. City shall obtain State's concurrence and/or approval of any new utility installations within the rights of way of the project, or any existing utilities retained within the right of way.

10. City, by execution of this agreement, hereby consents, pursuant to and as required by ORS 373.030(2), to any and all changes of grade, if any there be, in connection with or arising out of the construction of the proposed project.

11. It is understood and agreed between City and State that if City, at its sole cost, constructs new sidewalks in the vicinity of said project, said work shall be done at such a time and in such a manner as not to interfere with the work of the contractor performing the street construction work on said project.

12. City shall not permit any encroachments upon that portion of the project right of way remaining under its jurisdiction which will cause

more than a temporary obstruction to the free and convenient flow of traffic over said highway.

13. City shall, upon completion of said project, enact and enforce, or keep in effect and enforce, an ordinance or resolution as the case may be, prohibiting parking on both sides of said highway within the limits of the project. Any alterations in regard to parking restrictions shall have concurrence of the State.

14. City shall, prior to award of any contract, deposit with State a sum of money equal to at least 25 per cent of the estimated total cost of the project as referred to above in paragraph 5 under THINGS TO BE DONE BY STATE, as follows:

a. Estimated total cost of project construction work, but not including relocation of City-owned or other utilities as covered in paragraph 4 under THINGS TO BE DONE BY STATE and paragraphs 3 and 4 under THINGS TO BE DONE BY CITY.

b. Estimated total cost of relocating utilities as covered in paragraph 3 under THINGS TO BE DONE BY STATE.

c. Additional anticipated items.

d. Estimated construction engineering for project.

17. City shall adopt an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement, and the same shall be attached hereto and made a part hereof.

GENERAL PROVISIONS:

1. It is expressly understood and agreed by the parties hereto that any existing sidewalks within the city limits affected by the project shall be replaced or realigned as a part of the project. City shall have full jurisdiction and control of those portions of the rights of way, including sidewalks, which are located outside the curb line, or if no curbs, the outer slope of the ditch area on the portion of the project within the city limits. Therefore, any repair or maintenance after completion of the project of said sidewalks shall be the responsibility of either City or the abutting property owners, as may be provided by City Charter or ordinance.

2. It is agreed that the accounting procedure and reimbursement for relocating City-owned utility facilities as described in paragraph 3 under THINGS TO BE DONE BY CITY shall be in compliance with the Bureau of Public Roads' "Policy and Procedure Memorandum 30-4" dated October 15, 1966, and any supplements and revisions thereto which require credit for extended service life, betterments, and salvage.

3. In compliance with various rules, regulations, and policies, the City shall obtain from State prior approval of any future changes, including traffic-control measures, that may affect this agreement.

MCH:lat
8/26/70
Approved by Klaboe

4. The parties hereto further agree and understand that in the event the traffic warrants and justifies the need of traffic signal revision or installation on any portion of this project, such installation or revision shall be subject to an agreement between City and State pertaining to participation of cost, type of installation, location, power consumption, maintenance, etc.

5. It is mutually agreed by the parties hereto that State shall consult with City well in advance of any right of way acquisition to the end that City be informed of State's intention to proceed with said acquisition. Upon completion of the right of way acquisition by State, either for single parcels or for the entire project, City shall reimburse State for 25% of the actual total costs incurred by reason of said right of way acquisition.

6. It is also mutually agreed that the acquisition of any right of way shall be accomplished by State personnel, with concurrence of City, and all right of way shall be acquired in State's name. Should any excess property be acquired under the terms of this agreement, the sale of said property shall have concurrence of both State and City, and the proceeds therefrom shall be shared on a 75% State, 25% City basis.

7. State and City mutually agree and understand that City shall not be held liable for payment of deposits under any terms of this agreement until such time as State and City have mutually agreed upon the availability of funds.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. City's Mayor and Recorder have acted in this matter pursuant to Ordinance or Resolution No. ____________ passed by its City Council on the 21st day of Sept., 1970.

This agreement was approved by the State Highway Commission on Nov. 24, 1970, at which time the Secretary for the Commission was authorized and directed to sign said agreement for and on behalf of the Commission. Said authority is set forth in Volume 55, Page ____________, Minute Book of the Oregon State Highway Commission.

Floyd Query
Floyd Query, Secretary

APPROVED:

Klaboe
Assistant State Highway Engineer

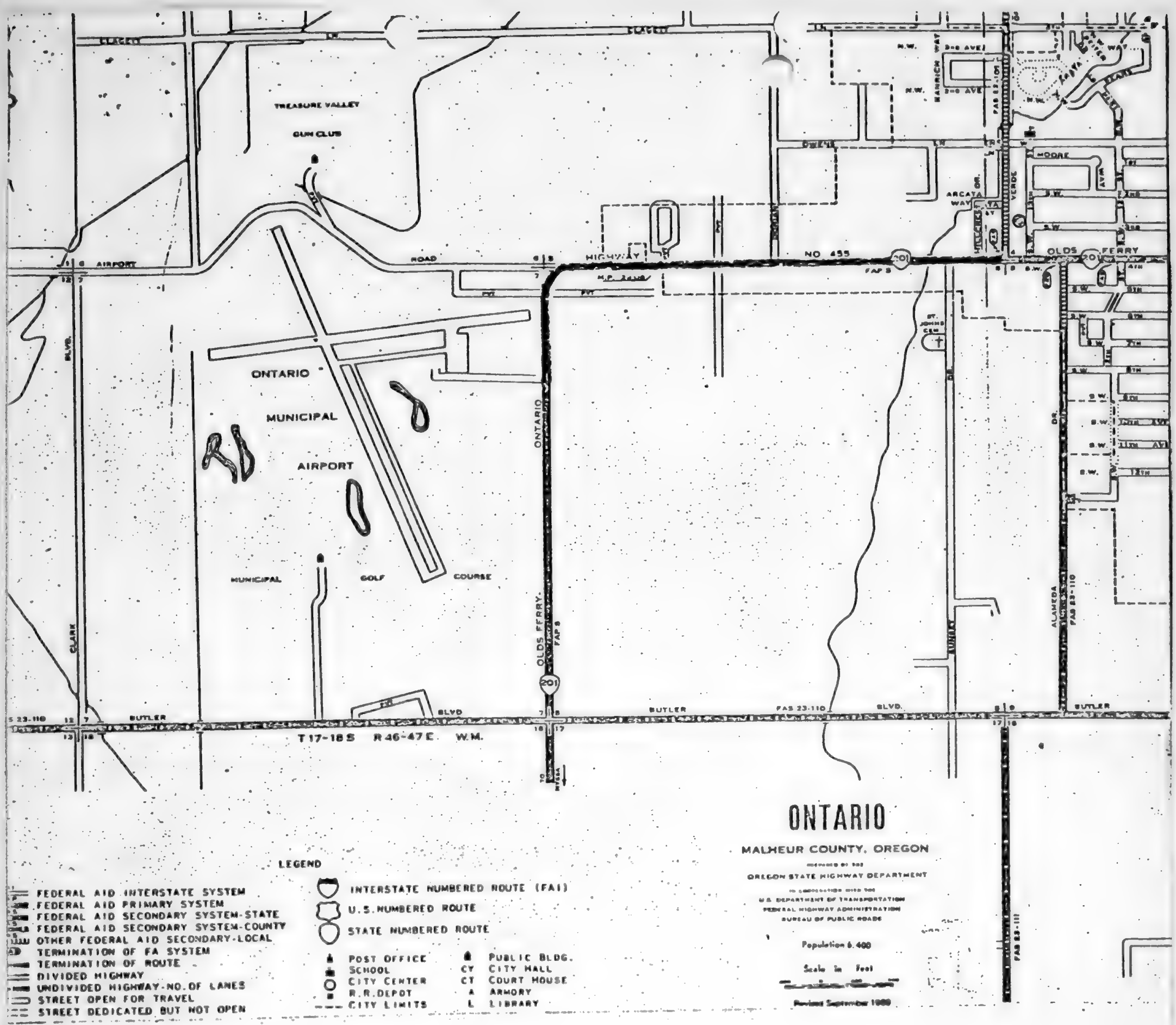
CITY OF ONTARIO, by and through its City Officials

By ______________________
Mayor

By Ron B. Blankinship
Recorder

ATTEST AS TO FORM:

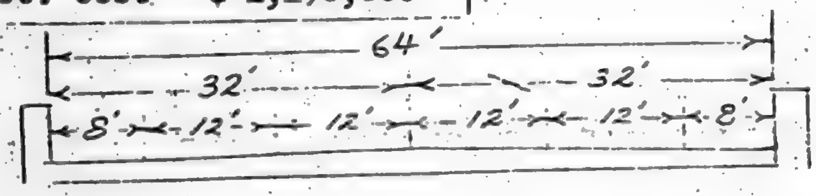
John C. O'Keef
City Attorney



CLAGGETT
TREASURE VALLEY
GUN CLUB
AIRPORT
ROAD
HIGHWAY
NO 455
201
FAP 8
OLDS FERRY
ONTARIO
MUNICIPAL
AIRPORT
MUNICIPAL
GOLF
COURSE
ONTARIO
OLDS FERRY
FAP 8
201
CLARK
BLVD.
BUTLER
BLVD
FAS 23-110
ST. JOHNS CEM
SUNSET
VERDE
ARCATA WAY
ALAMEDA
DR.
FAS 23-110
MOORE
FAS 23-111
T17-18S R46-47E W.M.
TO NYSSA
ONTARIO
MALHEUR COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 6,400
Scale in Feet
Revised September [illegible]
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

64' Street Section

Length, Miles	1.2
G & P	$ 945,000
Str.	---
R/W (80')	245,000
Est. Cost	$ 1,190,000



64'
32'
32'
8'
12'
12'
12'
12'
8'

TYPICAL SECTION

EXHIBIT A

ECEIVED
UNTY & CITY SECTION
OCT 1 - 1970
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RESOLUTION

On the motion of Cates Councilman, seconded by Holloway Councilman the following Resolution was adopted to-wit:

WHEREAS, THE STATE OF OREGON, acting by and through its State Highway Commission, has caused to be prepared and submitted to the City of Ontario an agreement providing for the improvement of Verde Drive - Airport Road Section of the Olds Ferry - Ontario Highway, State Secondary Highway No. 455 (Ore. 201) with said City of Ontario and

WHEREAS, said agreement has been read in full to the Council of the City of Ontario and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED by the City of Ontario that the Mayor and Recorder are hereby authorized and directed to execute said agreement on behalf of City.

The foregoing resolution was duly adopted by the Council of the City of Ontario on the 21st day of September, 1970 by the following vote:

AYES: Councilmen Cates, Holloway, Smith, Turner and Powell
NAYS: None
ABSENT: Councilman Bellows

APPROVED by the Mayor this 21st day of September 1970.

Mayor

ATTEST:

Ron R. Blankinship
City Recorder.

7618

CITY OF Ontario.... THE CAPITAL OF EASTERN OREGON

ONTARIO, OREGON 97914

FROM THE OFFICE OF THE MAYOR

RECEIVED
STATE HWY ENGR
MAR 7 '75
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

discuss

March 5, 1975

Fred B. Klaboe
State Highway Engineer
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

On behalf of the Ontario City Council and the Ontario Planning Commission, we are writing to you to indicate that recent unanimous votes by these organizations support the widening of S. W. 4th Avenue.

At a Southeast Oregon Council of Governments meeting some time ago, you assured us that selection of a South or North Bypass would not interfere with the widening project on S. W. 4th Avenue from Cairo Junction to S. W. 9th Street. Due to apparent misunderstandings, we are now led to believe that the widening might be scuttled if the South Bypass is built.

Please understand that local responsible officials, as represented by our organizations, want S. W. 4th Avenue widened before any other major projects in our area are seriously considered.

Very truly yours,

Leonard Cates

Leonard L. Cates
Mayor

LLC:rmg

cc: Dr. Kenji Yaguchi, Chm.
Ontario Planning Commission

NOTED
E. S. HUNTER

cc Rubin
Schwartz
Wolfe
5-21-75

RECEIVED
MAR 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
February 21, 1975

FROM: W. E. Schwartz
Regional Engineer

TO: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Ontario-Cairo Jct. (4th Ave.)
Olds Ferry-Ontario Hwy.
Malheur County

The Highway Division and Malheur County have had a communication problem with regard to the status of the above project. The project currently is in limbo because it cannot be justified if a South Ontario Bypass is to be constructed.

This occurred to me when I saw a recent exchange of letters between you and Dr. John Easly, Chairman of the Malheur County Planning Commission. The thought was reinforced by conversations I had with Vic Wolfe on the same subject.

I have discussed this matter with the Malheur County Court and also with Dr. Easly. I have also discussed the matter with Ontario City Manager John Collins. They all told me that they understand perfectly that they cannot have both the Bypass and the 4th Ave. improvement. Dr. Easly tells me the intent of his January 9, 1975 letter to Mr. Klaboe was to let us know that they want the 4th Ave. improvement. Judge Roy Hirai wrote to Mr. Klaboe on February 10, 1975 to confirm that local government wants the 4th Ave. improvement.

I believe the intentions of local government are clear and that we should get the 4th Ave. project back on the track. Further, I have asked the Court and their Planning Director to assign their bond priorities to other projects. This will be a subject for discussion at the February 27, 1975 meeting of the Malheur County Planning Commission.

WES:sh

cc H. S. Coulter
L. W. Rulien
V. D. Wolfe
C. K. Ansell
C. D. Hiatt
Roger Lang

2-26-75

Pat to contact City, County
and C.O.G. to request a unified
approach to priorities. He
will advise

cc Schwartz
Rulien
Wolfe

RECEIVED
FEB 25 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4/11

11-22-74

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Ontario-Cairo Jct.
Highway: Olds Ferry-Ontario (FAR 5)
County: Malheur
Prefix: 123-1933

Res. Engr.
Approx. Length 4.0± miles
XM. M.P. 27.8± to XM. M.P. 31.8±
Date November 22, 1974

Mean Truck A.D.T. 968
Traffic Coefficient 9.5
18 kip s. a. per day 202.9

Annual Precipitation 10"±
Frost Penetration 24"±
CBE Total Requirement 31.5"

(1)

Typical Soil

30	LL
10	PI
99	%P 10
78	%P 200
1	% Gravel
0	% C Sand
21	% F Sand
54	% Silt
24	% Clay
7	R Value
A-4	AASHO Classif.

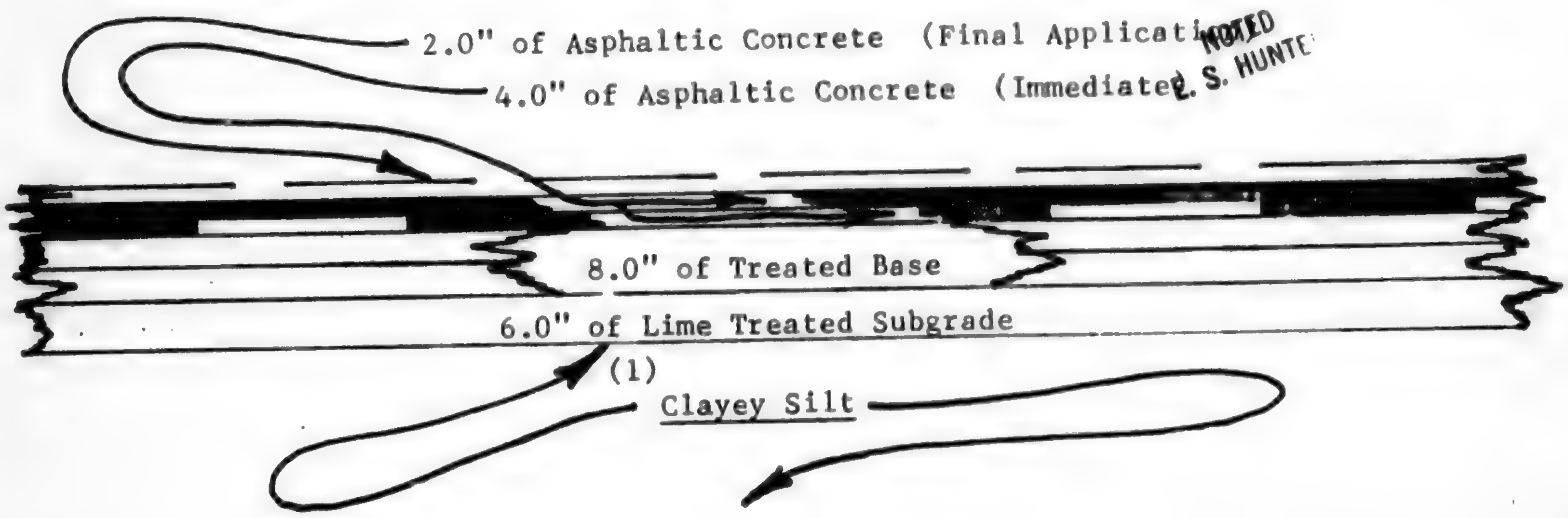
413

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
14.5	8.0	T.B.
6.0	6.0	L.T.S.
32.5	20.0	

STRUCTURAL SECTION
NEW WORK


2.0" of Asphaltic Concrete (Final Applicati
4.0" of Asphaltic Concrete (Immediate
8.0" of Treated Base
6.0" of Lime Treated Subgrade
(1)
Clayey Silt

NOTED
L. S. HUNTE

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 2

Section: Ontario-Cairo Jct.
Highway: Olds Ferry-Ontario (FAR 5)
County: Malheur
Prefix: 123-1933

Res. Engr.
Approx. Length 4.0± miles
XK. M.P. 27.8± to XK. M.P. 31.8±
Date November 22, 1974

Mean Truck A.D.T. 968
Traffic Coefficient 9.5
18 kip s. a. per day 202.9

Annual Precipitation 10"±
Frost Penetration 24"±
CBE Total Requirement 31.5"

(1)

Typical Soil

SEE PAGE 1

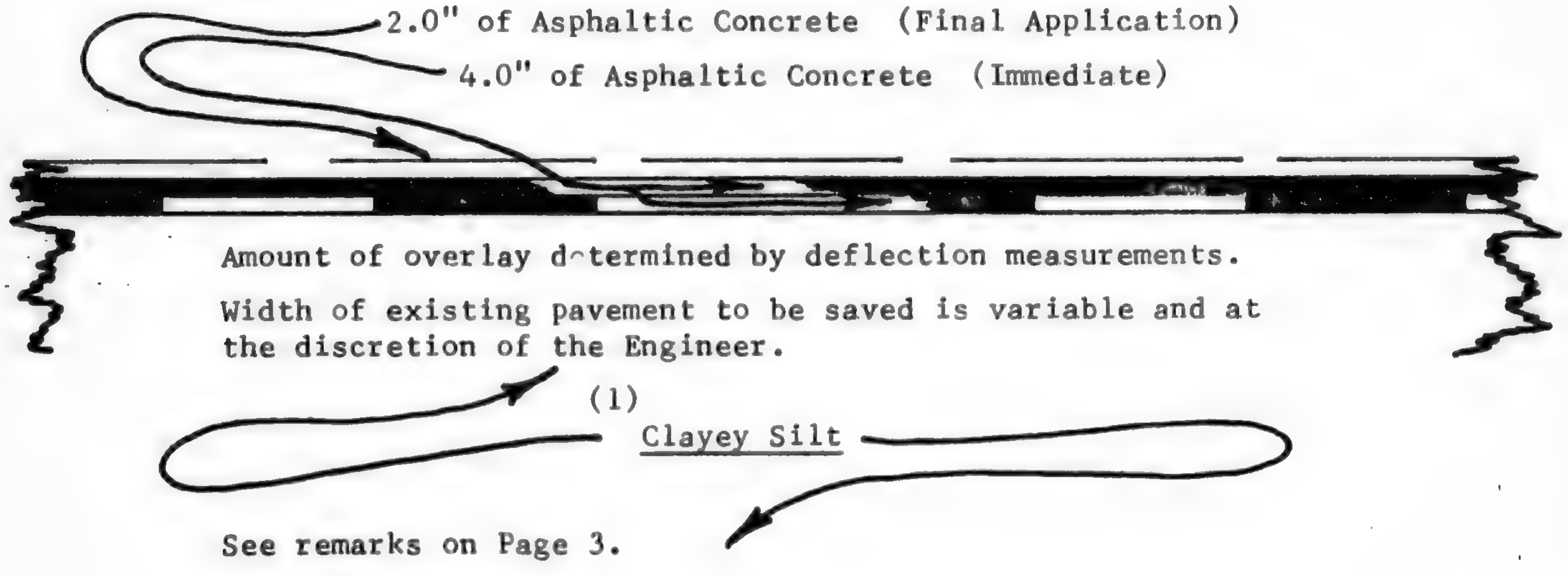
LL
PI
%P 10
%P 200
% Gravel
% C Sand
% F Sand
% Silt
% Clay
R Value
AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
OVER	EXISTING ROADWAY	
	2.0	A.C. (F.A.)
	4.0	A.C. (I.)

STRUCTURAL SECTION
EXISTING ROADWAY


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
(1)
Clayey Silt

Amount of overlay determined by deflection measurements.

Width of existing pavement to be saved is variable and at the discretion of the Engineer.

See remarks on Page 3.

Submitted by
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by
Asst. Location Engineer

Approved by
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

SECTION: Ontario-Cairo Jct.

HIGHWAY: Olds Ferry-Ontario (FAR 5)

COUNTY: Malheur

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	Treated *Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	3.5"	4.0"	14.0"	28.0"	21.5"
7.0 - 8.0	3.5"	4.0"	10.5"	24.5"	18.0"
6.0 - 7.0	3.0"	---	15.5"	21.5"	18.5"
4.8 - 6.0	2.0"	---	14.0"	18.0"	16.0"
Cars Only	2.0"	---	*10.0"	13.0"	12.0"

* The thickness of aggregate base is increased to bring the actual thickness of the total structural section up to one-half the depth of frost penetration.

Remarks:

Stage construction has been included as part of the twenty-year design period. The initial stage is based on approximately a five-year design period with a Traffic Coefficient of 8.2 and a C.B.E. Requirement of 27.0". Toward the end of this period a condition survey (visual inspection and deflection measurements, if required) will be made to determine the proper time for placing the "Final Application".

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" **Aggregate Base**
1.0" Plant Mix Bituminous Base = 1.8" **Aggregate Base**
1.0" Cement Treated Base = 1.8" **Aggregate Base**
1.0" Oil Mat = 1.1" **Aggregate Base**
1.0" Aggregate Subbase = 0.8" **Aggregate Base**
1.0" Lime Treated Subgrade = 1.0" **Aggregate Base**

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Ontario-Cairo Jct.
HIGHWAY: Olds Ferry-Ontario (FAR 5)
COUNTY: Malheur

8100 Present ADT (19 75)

9.2 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	400	1.6	640	520	450	234,000
3	250	1.6	400	325	1000	325,000
4	20	1.6	32	26	1250	32,500
5	72	1.6	115	94	3180	298,920
6	2	1.6	3	3	2570	7,710
				968	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL	898,130
TWENTY YEAR EWL	17,962,600
TRAFFIC COEFFICIENT	9.5

SECTION: Ontario-Cairo Jct.

HIGHWAY: Olds Ferry-Ontario (FAR 5)

COUNTY: Malheur

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair Poor
   Remarks:
5. Cost Comparisons: None made. See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Part of Design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type of construction.

CONCLUSION AND REMARKS:

This is primarily a widening and overlay project, and A.C. is better for this type of construction.

9611

B

413

January 14, 1974

Mr. G. L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Progress of Growth Center
Projects and Studies
710.121

The following report was requested on the Growth Center Studies and Demonstration Projects in progress as of September 1, 1973, and since March 1, 1973. Because of our record-keeping system, information as of November 30 is more readily available. Therefore, the following report is as of November 30. A copy of the March 1 report is included for reference.

Regarding Coos Bay Area "Before Study":

This study was completed, submitted and accepted on January 23, 1973. The total cost of the report was $6,900.

Regarding Mystic Creek-Slater Creek Development Project:

As of March 1, 1973, $100,000 had been programmed for preliminary engineering on the Mystic Creek-Slater Creek Project. Funds designated are from the following sources.

Federal-aid to Primary	$ 63,560
Economic Growth Center Funds	20,000
State Money	16,440
	$100,000

None of these funds had been spent prior to March 1, but as of November 30, 1973, $51,600 had been used. Route and location studies for this project are complete; the environmental impact statement is approximately 40 percent complete. No hearing dates have been set.

Regarding New Growth Center Projects: Winston-Shady Project

As of November 30, all preliminary engineering, route and location studies, environmental impact studies, and public hearings on the Winston-Shady Project were completed. Because this project is in the Coos Bay Growth Center Area and will have an economic impact on the area, it was redesignated as a growth center project and $1,438,700 of growth center funds were programmed for the improvement. Final approval has not yet been given for the funding, but no problems are foreseen and work is expected to commence before May 1974. Funds programmed for the construction of this project are from the following sources.

Federal-aid to Primary	$2,422,000
Federal-aid to Secondary	468,900
Growth Center Funds	1,438,700
State Money	1,211,400
	$5,541,000

Regarding the Ontario Area "Before Study":

The Ontario Study is approximately 30 percent complete. All progress was made between March 1 and November 30. Funds expended to date total $1,400, and completion is expected in April 1974 at a total cost of $7,000.

Regarding Cairo Junction-Ontario Demonstration Project:

As of March 1, 1973, $36,500 had been programmed for preliminary engineering. The funds designated are from the following sources.

Federal-aid to Primary	$23,195
Economic Growth Center Funds	7,300
State Money	6,005
	$36,500

As of March 1, no money had been spent, but as of November 30, $17,300 had been used. The route and location study is 80-90 percent complete. The environmental impact statement has not been started. No hearing dates have been set.

Regarding Construction, Completion Dates, and "After Studies":

No funds have been programmed for construction or for the "After Studies". At this time, the completion dates for the projects and studies are indeterminate.

Very truly yours,

R. L. Schroeder
Assistant State Highway Engineer

Enclosure

bc F. B. Klaboe
A. E. Johnson
R. E. Royer

LH:ap: ajw

Box 300
Salem OR 97308
April 10, 1973

Economic Growth Center Demonstration Highway
Program - Progress Reporting

10-35.3/710.121

Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

Original signed by
R. M. Arenz
Plan. & Research Engr.

10-00.313 Mr. L. E. Lybecker, Regional Administrator
Portland, Oregon

Mr. Dae's March 19 memorandum requested the submission of a progress report as of March 1 for the subject program.

The "before study" for the two Economic Development Centers (Coos Bay and Ontario) in this State were started on March 16, 1972; an amount of $50,000 was programmed for each of these studies at that time. A final report for the before situation in the Coos Bay area has been developed by the Oregon State Highway Division and was approved on January 23, 1973. Some work has been done on this study for the Ontario area. The completion date for the initial study in this area is somewhat uncertain at the present time. The State hopes to accomplish this task during 1973. It is now estimated that the before studies should cost approximately $10,000 for each economic development center.

Preliminary engineering projects have been programmed for the development of highway construction projects in each of the economic development growth center demonstration areas. Dates of completion of this work as well as the development of environmental impact statements and the holding of public hearings are indeterminate at this time.

Arenz:bk

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 12, 1973

In reply refer to: 710.121

SUBJECT: Status of the Economic Development Growth Center Demonstration Program

FROM : For G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Our Office of Program and Policy Planning, Washington D.C., has requested an update of the status of the Economic Development Growth Center Demonstration Program through September 1, 1973. A previous progress report has been made covering the status of the program as of March 1, 1973. We would appreciate information, as requested on the attached memorandum, on this intervening period. Also attached is our summation of the status as of March 1, 1973.

G. L. Green

Enclosures
Washington DC memo dated 11/15/73
OR Division memo to Region dated 4/10/73

RECEIVED
STATE HWY ENGR
DEC 13 '73
REFER TO
Schroeder
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

NOTED
R. L. [illegible]

RECEIVED
DEC 17 1973
PLANNING SECTION

RFHWA L.E. Lybecker,

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DATE: NOV 15 1973

In reply refer to: HPP-10

SUBJECT: INFORMATION: Progress Reporting for the Economic Development Growth Center Demonstration Program

FROM : Acting Director, Office of Program and Policy Planning
Washington, D. C. 20590

TO : Regional Federal Highway Administrators 1 through [illegible]

RECEIVED
NOV 19 1973

Our March 12, 1973, memorandum requested brief narrative reports from the States on the progress of their economic growth center demonstration projects through March 1, 1973, and a later progress report covering the March 1 to September 1, 1973, period. As noted in that memorandum, certain important information not provided on the Project Status Record (Form PR-37) is required to allow us to meet the large number of information requests and to manage the demonstration program properly. The following information items are considered to be essential to this purpose:

1. Progress on the "Before Studies;" e.g., estimated starting date, costs, and completion date.
2. Highway project: route location studies completed; miles of highway completed or under construction; environmental impact studies; dates of hearings.
3. "After Study;" how programmed and estimated cost.
4. Problems or issues arising from the studies, PS&E, or construction work.

Those States which have already reported progress through the period ending March 1, 1973, have merely to update their initial reports. It would be of benefit to the overall program if the States could submit their reports within 30 days of receiving this request. The attached list indicates our record of reports submitted to date. Finally, we would like to know those growth centers on which the States intend to take no action.

Robert T. Adams
Robert T. Adams

Attachment

September 4, 1973

Mr. J. K. Gentry, President
Gentry Ford Sales, Inc.
P. O. Box 598
Ontario, OR 97914

Dear Mr. Gentry:

Reference is made to your August 13 letter addressed to Mr. Anthony Yturri concerning the proposed improvement of S. W. Fourth Avenue in Ontario.

On October 5, 1971, Governor McCall recommended to The Honorable John A. Volpe, Secretary of Transportation, three areas in Oregon (Coos Bay, Ontario and Astoria) for participation in the Economic Growth Center Highway Demonstration Program. As indicated by the attached communication from F. C. Turner, Federal Highway Administrator, to Governor McCall, Coos Bay and Ontario were approved for this program. At that time, we initiated a survey of Fourth Avenue to be accomplished as manpower became available.

The four laning of Fourth Avenue is going to be necessary. At this time, the facility consists of one lane in each direction with left-turn refuges and on-street parking on both sides. The 1972 ADT was 11,250 west of the shopping center and 17,829 immediately east of the shopping center. This is expanded to 1992 traffic of 19,200 ADT at the west and 30,450 at the east.

In September of 1965, the City of Ontario passed Ordinance No. 1419 providing for a building set back of 45 feet from the centerline of S. W. Fourth Avenue. At that time this was believed adequate for the improvement of S. W. Fourth Avenue and it was prior to recent legislation that dictated bicycle paths and/or sidewalks must be constructed whenever usage is justified.

We believe the best solution is to construct a full four-lane section with parking on both sides and a continuous left-turn refuge. There are many businesses along the section which depend on on-street parking. Also, as mentioned above, the Bicycle Bill indicates that bicycle paths and/or sidewalks must be constructed whenever usage can be justified. I am certain we could not justify the elimination of sidewalk-bike paths in this area.

To build a four-lane section with on-street parking and left-turn median areas, the street must be 84 feet curb to curb. To accommodate sidewalks and utilities, the remaining eight feet from the curb to the right-of-way line is the bare minimum needed. Consequently, if we are to construct this facility to design standards, it cannot be accomplished with less than 100 feet of right-of-way. It would be possible to do our work within 80 feet of right-of-way by eliminating all parking, which would seriously affect many businesses which depend on on-street parking.

No construction date has been established since it will be necessary to prepare an environmental impact statement and hold a public hearing, all of which will take considerable time. Both alternates (with or without parking) will be presented at this hearing.

We appreciate your interest in this matter and if you have any further questions, please do not hesitate to contact this office.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: The Hon. Anthony Yturri
Member, State Transportation Commission

bc George M. Baldwin
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
W. E. Schwartz

AEJ:ja

ORDINANCE NO. 1419

AN ORDINANCE AMENDING ORDINANCE NO. 1103 OF THE CITY OF ONTARIO, MALHEUR COUNTY, OREGON, TO PROVIDE FOR SET BACKS OF BUILDINGS FROM THE CENTER LINE OF SOUTHWEST 4th AVENUE, AND DECLARING AN EMERGENCY.

WHEREAS, the City of Ontario has recommended a change in Ordinance No. 1103 relating to set backs of buildings from the center line of Southwest 4th Avenue, now therefore,

THE COMMON COUNCIL OF THE CITY OF ONTARIO, OREGON, DOES ORDAIN AS FOLLOWS:

Section1: That Section 16 of Ordinance 1103 be, and the same is, hereby amended to add the following language, to-wit:

> "All buildings hereafter erected or moved or extended along Southwest 4th Avenue from the intersection of Southwest 9th Street west to the present City Limits, or to such point westerly as may hereafter constitute the west City Limits, shall be set back a distance of 45 feet from the center line of said Southwest 4th Avenue."

Section 2: That it is necessary for the immediate preservation of public health, safety and peace of the City of Ontario, that this ordinance take effect immediately; and therefore, it is hereby declared to be an emergency, and this ordinance shall be effective immediately upon its passage by the Common Council and approved by the Mayor.

PASSED by the Common Council and approved by the Mayor September 20th, 1965.

RECEIVED
STATE HWY ENGR
AUG 28 '73
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

GENTRY FORD SALES, INC.
Phone 889-9694 P.O. Box 59[illegible]
ONTARIO, OREGON [illegible]

August 13, 197[illegible]

Mr. Anthony Yturri
[illegible] N.W. [illegible] Avenue
Ontario, Oregon

Dear Sir:

Since you are a member of the Oregon Transportation Commission, I would like to have on file with the Commission my [illegible] plans [illegible] from [illegible] in Ontario.

At the time of construction, we were informed that [illegible] of a four lane right-of-way, fifty feet [illegible] ample distance to accommodate the new [illegible].

I would strongly object to any additional property being cut from my frontage.

Please give this consideration to the other members [illegible] Commission.

Thank you,

[illegible] Gentry
President

JKG/dst

August 17, 1973

Mr. Anthony Yturri, Member
Oregon Transportation Commission
89 S.W. Third Avenue
Ontario, Oregon 97914

Dear Tony:

In response to your inquiry of August 1 pertaining to the possible widening of S.W. 4th Avenue in Ontario, I offer the following:

On October 5, 1971, Governor McCall recommended to The Honorable John A. Volpe, Secretary of Transportation, three areas in Oregon (Coos Bay, Ontario and Astoria) for participation in the Economic Growth Center Highway Demonstration Program. As indicated by the attached communication from F. C. Turner, Federal Highway Administrator, to Governor McCall, Coos Bay and Ontario were approved for this program. At that time, we initiated a survey of 4th Avenue to be accomplished as manpower became available.

The four laning of 4th Avenue is going to be necessary. At this time, the facility consists of one lane in each direction with left-turn refuges and on-street parking on both sides. The 1972 ADT was 11,250 west of the shopping center and 17,829 immediately east of the shopping center. This is expanded to 1992 traffic of 19,200 ADT at the west and 30,450 at the east.

I have attached traffic diagrams indicating the extremely large number of left-turn movements into the shopping center along with traffic diagrams of the 12th Street intersection.

We believe that the best solution is to construct a full four-lane section with parking on both sides and a continuous left-turn refuge. There are many businesses along the section that depend on on-street parking. Also, the Bicycle Bill indicates that bicycle paths and/or sidewalks must be constructed whenever usage can be justified. I am certain we could not justify the elimination of sidewalk-bike paths in this area.

Mr. Anthony Yturri
August 17, 1973
Page two

To build a four-lane section with on-street parking and left-turn median areas, the street must be 84 feet curb to curb. To accommodate sidewalks and utilities, the remaining 8 feet from the curb to the right-of-way line is the bare minimum needed. Consequently, if we are to construct this facility to design standards, it cannot be accomplished with less than 100 feet of right-of-way. As the attached sketch shows, this cannot be done without removing several parking stalls from the shopping center parking area. Nevertheless, it would be possible to do our work within 80 feet of right-of-way by eliminating all parking. [illegible]

No construction date has been established since it will be necessary to prepare an environmental impact statement and hold a public hearing; all of which will take considerable time. Both alternates (with or without parking) will be presented at this hearing.

This matter was brought to the attention of Mr. Albertson because the U.S. National Bank contacted us concerning the construction of their drive-through banking facility within the West Park Plaza complex and immediately adjacent to S.W. 4th Avenue. The U.S. National Bank has been very cooperative in this matter and the problem, of course, was called to Mr. Albertson's attention; thus the communication to you.

A copy of the aerial map is attached which will help show the impact on parking. If further information is necessary, I will furnish anything available or will be most happy to discuss this matter with you in detail.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

Attachments

bc: George M. Baldwin
A. E. Johnson
E. S. Hunter
Victor D. Wolfe
W. E. Schwartz

VDW:mc srb

710.121

Act	Inf		
	✓	Div Eng	
	✓	Eng Coord	
	✓	Dist A	✓
	✓	Dist B	
		Bridge	
	✓	Planning	
		Rt of Way	
		Admin Mgr	
		File	

DEC 8

A5

B3

REFER TO:
PP-10

SENT PORTER
12-9-71

Honorable Tom McCall
Governor of Oregon
Salem, Oregon 97310

Dear Governor McCall:

Thank you for submittal of economic growth center recommendations for your State with your letter of October 5, 1971, in response to Secretary Volpe's invitation of July 30, 1971.

Since implementation of Section 127 of the Federal-Aid Highway Act of 1970 has been delegated to the Federal Highway Administration, we have reviewed your proposals and approve these growth centers as meeting the criteria established in the following order of priority:

1. Coos Bay
2. Ontario

The State highway department may now proceed to the next phase of developing projects to serve these areas as described in our Instructional Memorandum (IM) 50-6-71 dated July 12, 1971. As indicated in that instruction, the usual field procedures for Federal-aid primary project approvals should be followed.

Sincerely yours,

F. C. Turner
Federal Highway Administrator

cc: Mr. R. M. Phillips, Regional Federal Highway Administrator
Portland, Oregon (08-00)

Mr. R. E. Simpson, Division Engineer (2) ✓
Salem, Oregon (08-35)

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

NOV 8 1971

cc for Bob D

Honorable Tom McCall
Governor of Oregon
Salem, Oregon 97310

Dear Governor McCall:

Thank you for your letter of October 4 in response to my invitation of July 30, 1971.

Your recommendations have been transmitted to Mr. F. C. Turner, our Federal Highway Administrator, to whom I have delegated responsibility for this program. As soon as they have been reviewed you will be notified of the results.

In accordance with the Federal-Aid Highway Act of 1970, growth center highway funds may only be used as "add-on's." You may, therefore, reorder your priorities in order to accommodate funding, provided the centers with lower priority meet the criteria.

We considered concentrating the effort on a smaller number of projects and concluded that all States should have the opportunity to participate, and that a larger number of smaller projects would enable us to test the economic impact of developmental highways under a larger number of different conditions.

Sincerely,

John Volpe

NOTED
F. B. KLABOE

NOTED
R. D. ASBURRY

12-1-71
REFERRED TO
Young - Rogers
Asst. State Hwy. Engr.

NOV 1 1971

NOTED
L. H. YOUNG

RECEIVED
DEC 2 1971
PROGRAM & PLANNING
DIVISION

1859

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

October 5, 1971

Mr. Francis C. Turner, Administrator
Federal Highway Administration
400 - 7th Street S. W.
Washington, D. C. 20590

Dear Mr. Turner:

In response to John Volpe's invitation for Oregon to participate in the Economic Growth Center Highway Demonstration Program, I recommend three communities which I believe qualify for this program. After extensive review of the criteria for selecting the areas as outlined in the Instructional Memorandum, the following areas, in order of their priority, have been selected:

1. Coos Bay (Coos County)
2. Ontario (Malheur County)
3. Astoria (Clatsop County)

To support my recommendations, I am submitting, under cover of this letter, an economic profile of each area. These have been prepared by staff economists for the specific purpose of demonstrating each area's qualifications under this program.

It's my understanding that the funds appropriated shall be used only as "add-ons" to other State and Federal-aid primary funds. I would assume, then, that if our number one priority area does not happen to have any existing highway projects in the making when Federal funds are available for the demonstration program, we would have the option of selecting the second or third area which may have such plans on the drawing board at that time. If this assumption is incorrect, please let me know so that my office may review our priorities.

I am looking forward to hearing from you in the very near future.

Sincerely,

Tom McCall
Governor

TM:mb

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

October 4, 1971

The Honorable John A. Volpe
Secretary of Transportation
Washington, D. C. 20590

Dear Secretary Volpe:

In response to your invitation for Oregon to participate in the Economic Growth Center Highway Demonstration Program, I recommend three communities which I believe qualify for this program. After extensive review of the criteria for selecting the areas as outlined in the Instructional Memorandum, the following areas, in order of their priority, have been selected:

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2. Ontario (Malheur County)
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To support my recommendations, I am submitting an economic profile of each area to Mr. Francis Turner. These have been prepared by staff economists for the specific purpose of demonstrating each area's qualifications under this program.

It's my understanding that the funds appropriated shall be used only as "add-ons" to other State and Federal-aid primary funds. I would assume, then, that if our number one priority area does not happen to have any existing highway projects in the making when Federal funds are available for the demonstration program, we would have the option of selecting the second or third area which may have such plans on the drawing board at that time. If this assumption is incorrect, please let me know so that my office may review our priorities.

In preparing our response, we, too, have recognized the role transportation systems play in implementing economic development and growth policies. We commend those who have developed and supported the program to ascertain the impact economic growth center highways will have on efforts to reverse the depopulation of rural America. However, if the limited funds available are divided among all the states, we predict they will be spent with less observable or measurable impact than if such limited funds were spent on a small number of carefully selected demonstration projects, not necessarily limited to the Federal-aid primary system.

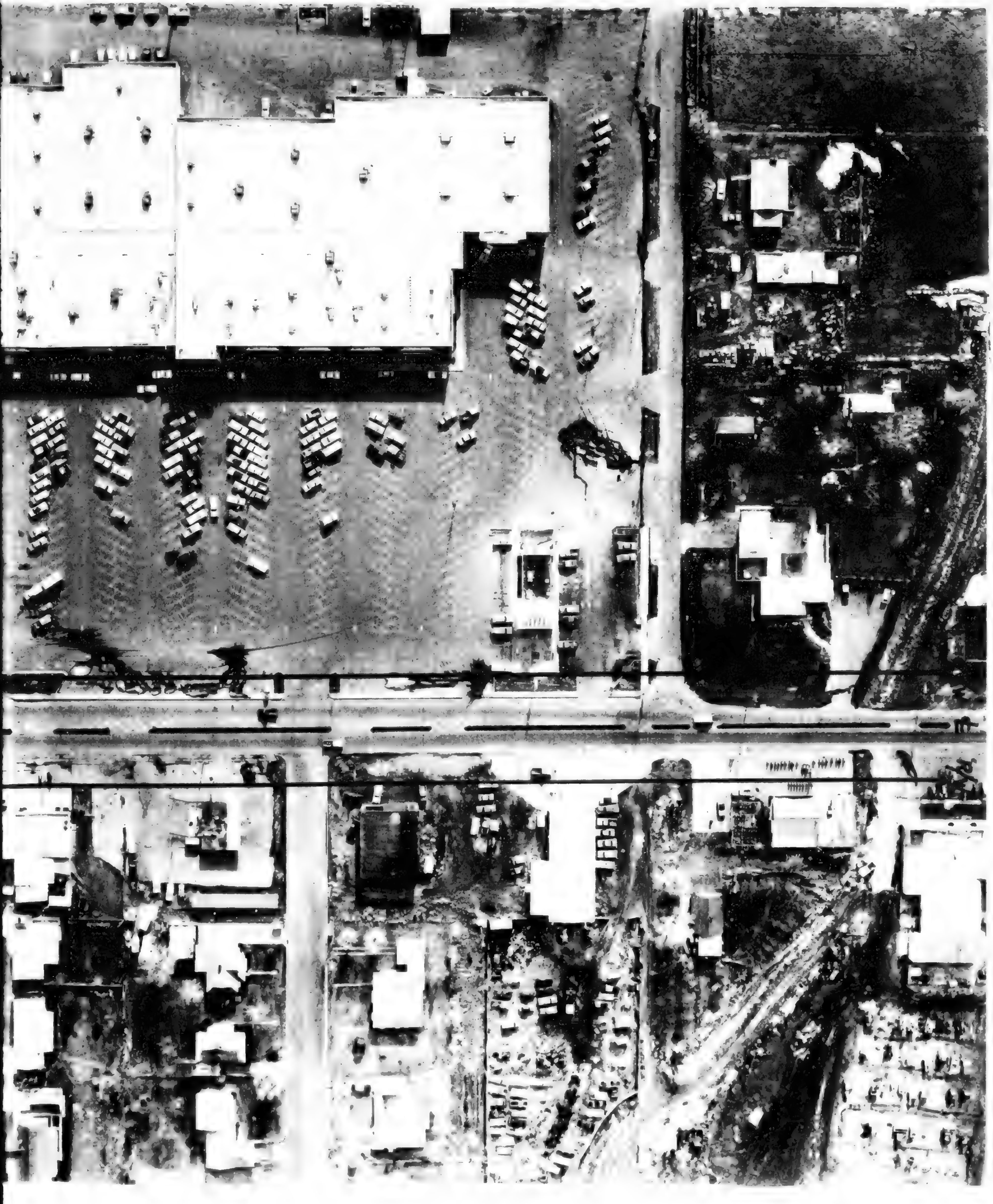
I am looking forward to hearing from you in the very near future.

Sincerely,

Governor

TM:mb
cc: Francis C. Turner

MAB-10



006628

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

OREGON STATE HIGHWAY COMMISSION

OFFICE OF ANTHONY YTURRI • • 89 S.W. Third Avenue • • Ontario, Oregon • • 97914

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
THADDEUS B. BRUNO, Member
Portland
ANTHONY YTURRI, Member
Ontario

August 1, 1973

RECEIVED
STATE HWY ENGR
AUG 3 '73
REFER TO
Hunter - Draft for Klaboe
FOR

Info	[illegible]	[illegible]	D/R	Sign	Act	File

Mr. Fred Klaboe
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Fred:

A few days ago I received a telephone call from Joe Albertson, Chairman of the Board of Albertson's, Inc. Apparently the State is considering widening S. W. 4th Avenue in Ontario, Oregon from a width of 60 feet to a width of 100 feet. Mr. Albertson advises me that the State contemplated the taking of 20 feet from each side of the existing S. W. 4th Avenue.

He was most disturbed because he is the owner of the West Park Plaza in Ontario, Oregon; and he is of the opinion that the taking of 20 feet from the North side of his property adjacent to S. W. 4th Avenue would bring about a violation of his leases with the tenants of West Park Plaza since he, as lessor, has guaranteed the availability of a certain number of parking places to the tenants.

A day or two after our telephone conversation, he wrote me a letter, a copy of which is enclosed. I would appreciate it if you would review this matter and inform me of the details, needs and plans concerning this situation.

Sincerely,

Tony

Anthony Yturri

RECEIVED
AUG 6 1973
LOCATION
SECTION

AY:im
Enc.
cc:J. A. Albertson
George Baldwin

aej

RECEIVED
AUG 3 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Wolfe
RD

NOTED
A. E. JOHNSON

ALBERTSON'S inc.
GENERAL OFFICES • BOISE, IDAHO 83707
P.O. BOX 20 • 1623 WASHINGTON • PHONE (208) 344-7441

July 26, 1973

Mr. Anthony Yturri
Oregon Transportation Commission
89 S. W. Third Avenue
Ontario, Oregon 97914

Dear Mr. Yturri:

On July 24, 1973, we met with the State of Oregon Highway Department and the Engineer for the City of Ontario in regard to the proposed widening of S. W. 4th Avenue from a street 60 feet wide to a street 100 feet wide. We feel that the widening of S. W. 4th Avenue from the hospital to the west about a mile would create numerous problems for our West Park Plaza Shopping Center property which abuts S. W. 4th Avenue, and would be extremely costly to the State of Oregon.

Most of our tenant leases at West Park Plaza require a certain number of car parks to be available and, if the number of car parks is reduced, then we are put in the position of breaching those leases. One of the biggest reasons major tenants are drawn to shopping centers is the availability of parking for their customers and, if we were to lose valuable parking spaces along S. W. 4th Avenue, our West Park Plaza Shopping Center would be badly affected.

Also the widening of this street could cause permanent damage to other businesses in the area, one being the new Texaco Service Station. If the State takes such footage from the south side of the street, the first set of gas pumps would be left standing at the curb making it impossible to operate them.

We feel this plan by the State Highway Commission is unnecessary and unrealistic and request that such proposed street widening not take place.

Very truly yours,

J. A. Albertson
Chairman of the Board

ma

7618

RECEIVED
SEP 8 1972

FORM E-30 (REV. 10-

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 5, 1972

SUBJECT:

Ontario-Cairo Junction Section
Olds Ferry-Ontario Highway
Malheur County

To:

Don Byard
Environmental Director

SALEM

We are enclosing one copy of a letter from W. E. Hoffman, Resident Engineer currently assigned to the subject location, containing his comments regarding the proposed alignment and its relationship to the Ontario Airport, as requested in your letter of June 23, 1972. We are also enclosing copies of two maps upon which the "clear zones" are plotted to show their relationship to the highway.

Our present plans at the location consist of easing the curve to approximately 6° and widening the highway to 4 lanes and a 16-foot median. This would not create any more of a problem in the "clear zone" than currently exists. As the maps show, it would be necessary to severly flatten this curve to get outside this zone altogether. Mr. Hoffman's letter indicates that the runway involved is of secondary importance to the City at this time. Although it is important that we consider the overall development of this facility in our planning, it would appear to us that unless some plans for obtaining the "clear zone" are being considered, we should not extensively realign the highway through this area.

Please advise this office of your feelings on this matter and if additional data is required.

Wendell E. Schwartz
Regional Engineer

By

C. O. Fredrickson

C. O. Fredrickson
Regional Bridge Engineer

COF:sh
Enclosures

cc R. L. Schroeder✓
V. D. Wolfe w/enc.
W. E. Hoffman

NOTED
R. L. SCHROEDER

RECEIVED
SEP 7 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

SP*82475-734

96/7

RECEIVED
JUN 26 1972

FOR FILING

6

June 23, 1972

W. E. Schwartz
Region 5 Engineer

LA GRANDE

Ontario-Cairo Junction

Attached is a letter Don Byard received from FAA regarding the above project. These comments will have to be addressed in the environmental statement.

Although we are not actively working on the environmental statement at the present time, it is important that these concerns for the airport are evaluated as early as possible in the planning process.

Any information you can provide us in the near future regarding this potential problem area should be forwarded to the environmental unit.

R. L. Schroeder
Assistant State Highway Engineer

Att.

DRB:ap el
bc: Tom Edwards
F. B. Klaboe
E. S. Hunter
Frank Hall
R. E. Royer
D. R. Byard

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NORTHWEST REGION
FAA BUILDING, BOEING FIELD
SEATTLE, WASHINGTON 98108

JUN - 9 1972

Mr. Donald R. Byard, Environmental Director
Highway Division
Department of Transportation
204 State Highway Building
Salem, Oregon 97310

Dear Mr. Byard:

This is in response to your telephone conversation with Mr. Beisse of this office on 8 June 1972.

The proposed reconstruction of the Olds Ferry-Ontario Highway between Ontario and Cairo Jct. is in the vicinity of Ontario Municipal Airport. The following three problem areas should be discussed in the draft environmental statement:

1. Existing airport access should be evaluated, and alternatives to the existing pattern should be considered. The proposed project is the primary interface with airport activity.

2. Airspace requirements defined in Federal Aviation Regulations, Part 77, should be considered. The approach to runways 24 and 32 are directly involved with the project, and it will be necessary to establish the critical elevations of obstructions to completely evaluate the impact.

3. Land requirements of the project should be examined in terms of the airport layout plan. The latest FAA approved layout plan is dated May 1968.

If you have any questions, please feel free to contact this office.

Sincerely,

George L. Buley

GEORGE L. BULEY
Chief, Airports Planning Branch, NW-610

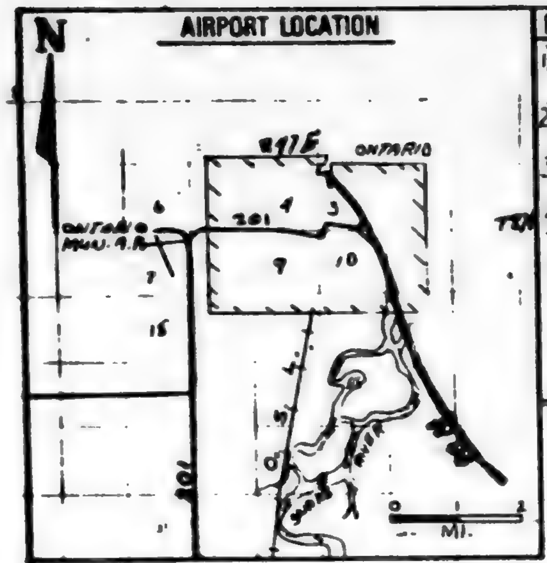
RECEIVED
JUN 12 1972
PLANNING SECTION

cc:
Mr. Irvin C. Lloyd, FHWA
Mr. Lloyd Castner, City Manager, City of Ontario
Mr. Roger Ritchey, Acting Aeronautics Administrator, OSBA

SITE NO. 19554.

ACRES. 480

AIRPORT LOCATION

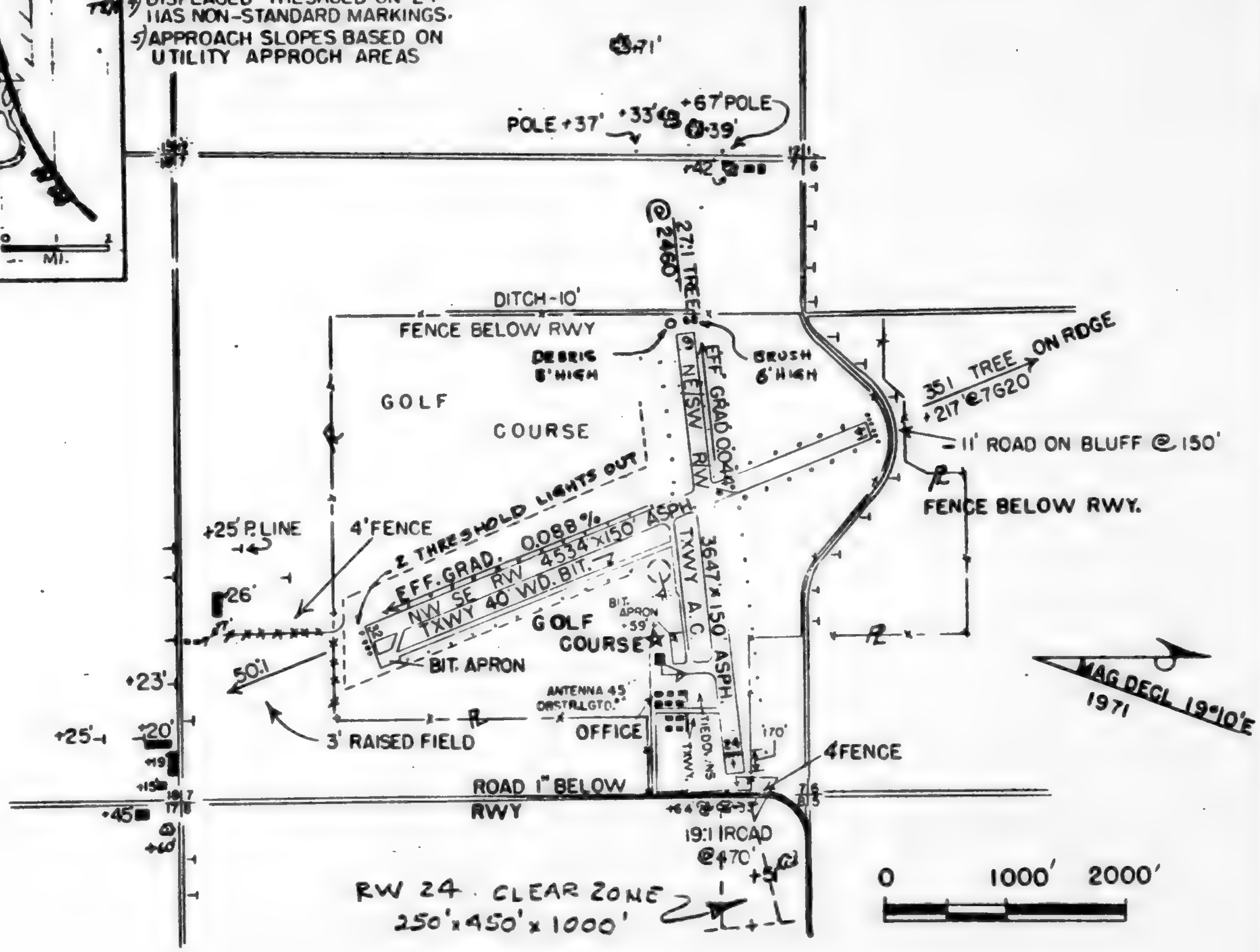

N
ONTARIO
Ontario Mun. A.P.
201
0
1
2
MI.

REMARKS:

1) ELEVATED MI LIGHTS ALONG 14-32
2) ALL RWYS BASIC MARKINGS NUMBERED & ℄ STRIPED.
3) BOUNDARY LIGHTS ALONG 6-24 INOPERATIVE.
4) DISPLACED THESHOLD ON 24 HAS NON-STANDARD MARKINGS.
5) APPROACH SLOPES BASED ON UTILITY APPROCH AREAS

RUNWAY CATEGORIES

RUNWAY	14	32	6	24				
EXISTING	U-NP	U-NP	U-NP	U-NP				
PLANNED	NP	NP	NP	U-NP				
CORRECTED LENGTH	UTILITY		UTILITY					


+71'
POLE +37'
+33'
+67' POLE
+39'
+42'
27:1 TREE
@ 2460'
DITCH -10'
FENCE BELOW RWY
DEBRIS 6' HIGH
BRUSH 6' HIGH
GOLF
COURSE
EFF. GRAD 0.044%
NE/SW RW
351 TREE ON RIDGE
+217' @ 7620'
-11' ROAD ON BLUFF @ 150'
FENCE BELOW RWY.
+25' P. LINE
4' FENCE
Z THRESHOLD LIGHTS OUT
EFF. GRAD. 0.088%
NW SE RW 4534'x150' ASPH.
TXWY 40' WD. BIT.
3647'x150' ASPH.
TXWY A.C.
BIT. APRON
+59'
GOLF
COURSE
+26'
BIT. APRON
50:1
+23'
3' RAISED FIELD
ANTENNA 45' OBSTR. LGTD.
OFFICE
TIEDOWNS
TXWY.
170'
4 FENCE
+25'
+20'
+19'
+15'
+45'
+60'
ROAD 1" BELOW RWY
19:1 ROAD @ 470'
+5'
MAG DECL 19°10'E 1971
0
1000'
2000'

RW 24 CLEAR ZONE
250'x450'x1000'

ONTARIO OREGON
OREGON MUNI.
AIRPORT LAYOUT

FORM APPROVED BUDGET BUREAU NO. 04-R0081

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FAA AIRPORT MASTER RECORD

2 ADVISE BOISE FSS OF CHANGES PRECEDED BY A DOT ●
3 FOREIGN EXCHANGE-NO TOLL NO. OR AREA CODE 208 NO. 343-2525
INTERPHONE BETWEEN FSS & AIRPORT
4 FSS ON AIRPORT NO
DATE OF PRINT 04/20/71
5 REGION & AREA WE SEA
● 6 ARPT OPEN TO PUBLIC Y
1 SITE NUMBER 19554
7 ARPT LOCATION ID ONO

● 8 ASSOCIATED CITY ONTARIO
● 9 STATE ORE
● 10 OFFICIAL AIRPORT NAME ONTARIO MUNI
11 NEAREST CITY ONTARIO
12 STATE ORE
13 COUNTY (Arpt located in) MALHEUR
14 STATE ORE
● 15 OWNER. NAME CITY OF ONTARIO
● 16 ADDRESS ONTARIO,ORE 97914
17 OWNERSHIP CLASS PU
● 18 MANAGER: NAME C JONES
● 19 ADDRESS 1154 SW 3RD AVE ONTARIO,ORE 97914
● 20 PHONE 503-889-9197
● 21 DSTC & DRCTN TO ARPT FM ASSOCD CITY 03W
22 NAP/FEDERAL AGREEMENTS NGPY3
● 23 ARPT LAT. 44 01 18N
● 24 LONG. 117 00 45W SRVD
● 25 ARP Y
● 26 ELEVATION 2189S
27 HUB TYPE O
28 MAGNETIC VARIATION 19 10E
29 NORMAL MAX. TEMP. 96
30 RESERVED
31 SMSA
32 AERONAUTICAL CHART SALT LAKE CITY

33 RUNWAY	34 PHYS LENGTH	35 WIDTH	36 SURFACE COMPOSITION	FAA GROSS WT. STRENGTH (1000 lbs) 37 SNGL WHL	38 DUAL WHL	39 DUAL TAND	40 % EFF GRADIENT	41 % WIND COVERAGE	42 MARKING TYPE-CONDITION	43 CL LGTS	RUNWAY LGTS 44 TYPE	45 INTST
06/24	3643	150	ASPH	30	50		0.05	94.8	BASIC-P	N	*BNDRY	
14/32	4531	150	ASPH	30	50		0.09	98.9	BASIC-P	N	*L802	M

● 71 STANDARD TIME ZONE +07
72 DAYLIGHT SAVING TIME Y
● 73 RNWY LGT OPER SKED DUSK-DAWN
● 75 ARPT BEACON LGT C-G
● 76 OPERATING SCHEDULE DUSK-DAWN

● 74 AIRPORT ATTENDANCE SCHEDULE

MONTHS	DAYS	HOURS
ALL	ALL	0800-2000

● 77 LANDING FEES FOR NON-COMMERCIAL USERS N
● 78 STATE LICENSING CLASSIFICATION
79 CUSTOMS AIRPORT OF ENTRY N
80 CUSTOMS LANDING RIGHTS AIRPORT N
● 81 TAXIWAY LIGHTS N
● 82 WIND INDICATOR Y
83 SEGMENTED CIRCLE Y
84 AC 150/5210-6 INDEX 3
85 FIRE & RESCUE EQPMT AS SUGGESTED BY AC 150/5210-6A N IF NOT:
86 0 GAL WATER & 25 LBS CHEMICAL IMMEDIATELY AVBL.
87 EMERG MED FACILITIES AS SUGGESTED BY AC150/5210-2 N

RUNWAY END	46 ALNMT TO DEG TR	LIGHTING 47 HI SPEED EXIT	48 APPROACH	49 TD ZONE	50 REIL	51 APCH SLOPE INDCR	52 RVR	53 RVV	APPROACH SURFACE DATA 54 CTLG OBSTRUCTION (Marked-Lighted)	55 DSTC FM THRESH	56 APCH RATIO	57 CLOSE IN OBSTN	58 RGT TFC	59 BLAST FENCE	60 TYPE ARRESTING DEVICE (Far end)
06		N		N	N	NONE	N	N	TREE	2460	27-1	*Y	N	N	
24		N		N	N	NONE	N	N	ROAD	470	19-1	N	N	N	
14		N		N	N	NONE	N	N	TREE	7620	35-1	*Y	N	N	
32		N		N	N	NONE	N	N			50-1	N	N	N	

RUNWAY END	61 THRESHOLD DISPLACED	LANDING LENGTH 62 DAY	63 NIGHT	TAKEOFF LENGTH 64 DAY	65 NIGHT	PART 121 EFCTV LENGTH 66 LANDING	67 TAKEOFF	THRESHOLD 68 LATITUDE	69 LONGITUDE	70 ELEVATION
06										
24	171									
14										
32										

● 88 SNOW REMOVAL PLAN Y
89 OPERATIONS AREA SWEPT
90 WRECKAGE REMOVAL PLAN N
91 EMERG READINESS PLAN N
92 DESIGNATED CD SHELTER N
● 93 HELIPAD ON AIRPORT N
94 WEATHER STN ON ARPT Y
95 ADMIN/TRML BLDG N
96 ARPT INFO DESK N
97 CARGO HANDLING
98 NO. T-TYPE HANGARS 23
99 NO. CONVENTIONAL HNGRS 3
ENGINE OIL ● 100 PISTON Y
ENGINE OIL ● 101 TURBINE N

REPAIRS	MAJOR	MINOR
AIRFRAME	● 102 Y	● 103 Y
POWER PLANT	● 104 Y	● 105 Y

OXYGEN ● 106 HI PRESSURE Y
OXYGEN ● 107 LO PRESSURE N
OXYGEN REPL BOTTLES ● 108 HI PRESSURE N
OXYGEN REPL BOTTLES ● 109 LO PRESSURE N
110 AUX POWER FOR OPRNL FAC
111 ARPT AIRSPACE ANALYSIS DTRMN *NOT ANALYZED

112 NUMBER OF FIXED BASE OPERATORS 1
113 TYPES OF FIXED BASE OPERATORS CHRTR/PATROL/INSTRN/AGRI/SURV/AMB/FIRE PATROL

● 114 FUEL AVAILABLE FOR PUBLIC SALE

TYPE	UNDERGROUND (100 GAL)	ABOVE GROUND (100 GAL)	NIL
F-12	125		
F-15			
F-18	125		
F-22			
F-30			
F-34			
F-40			
F-45			

115 MILITARY JOINT USE AGREEMENT N
116 MILITARY LANDING RIGHTS Y
117 BASED MILITARY & TYPE OPERATIONS
118 TYPE & NO. MILITARY ACFT NONE

● 137 RE E-057 RWY 06 5 FT BRUSH & DEBRIS AT 100 FT. RE E-057 RWY 14 -11 FT ROAD AT 150 FT. RE E-044 RWY 06 BNDRY LGS ON RNWY 6-24 INOP. RE E-044 RWY 14 2 THR LGTS ARE MISSING. RE E-111 ESTABD PRIOR TO 15 MAY 1959. RE E-134 SERVED BY RW. 01. SMALL TREES HAVE BEEN PLANTED IN RNWY 32 PRIMARY SURFACE. 02. UNICOM 122.8.

119 ESTD. TOTAL ANNUAL MILITARY OPERATIONS 100
120 ESTIMATED ANNUAL AIR TAXI OPERATIONS 200

ESTD. GENERAL AVIATION OPERATIONS

121 ANNUAL LOCAL	122 ANNUAL ITNRNT	123 TOT. PEAK MO.
38000	5000	7000

BASED GEN. AVIATION ACFT		SEAPLANE BASE DATA
124 SINGLE ENG 4 PLACE & OVER	033	● 129 SHELTERED
125 SINGLE ENG UNDER 4 PLACE	018	● 130 MOORING BUOYS
126 MULTI-ENG	003	● 131 DOCKS
127 HELICOPTER	00	● 132 RAMP
128 SEAPLANE	00	● 133 BEACHING GEAR
TOTAL	54	

134 AIRPORT SERVED BY SCHEDULED AIR CARRIER *Y
135 LATEST INSP OR INFO REQ. 03/25/71
136 INSP. Y

FAA Form 5010-1 (7-70)

"*" = SEE REMARKS IN ITEM #137. EXCEPT IN #22 & #27 "Y" = YES, "N" = NO. ABBREVIATIONS ARE LISTED IN THE CONTRACTIONS HANDBOOK, ORDER 7340.1B

9614

RECEIVED
MAR 1 1972
FOR FILING

1

EXECUTIVE DEPARTMENT

1859

LOCAL GOVERNMENT RELATIONS DIVISION

PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

February 17, 1972

Mr. L. H. Young
Program & Planning Engineer
Highway Building
Salem, Oregon 97310

Re: Ontario-Cairo Junction
PNRS #7201 2 210

MALHEUR CO.

Dear Mr. Young:

This is to notify you that the State Clearinghouse has completed the review of this program.

Your Notice of Intent was referred to the appropriate state agencies. The Department of Transportation commented:

> "It has adverse effects and we will want to review EIS when prepared."

A copy of this letter should accompany your application to the federal agency.

Sincerely,

Cleighton Penwell

Cleighton Penwell

NOTED
R. D. ASBURRY

cc: February 23, 1972
R.E. Simpson, FHWA
E.S. Hunter
F.L. Hall
D.H. Moehring
R.E. Royer
W.H. Tebeau
Roger Trygstad
H.S. Cox
B.L. Gifford
C.K. Ansell
W.E. Schwartz

RECEIVED
FEB 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Tebeau
Ben
Jane

RECEIVED
FEB 22 1972
PROGRAM & PLANNING
DIVISION

BEN GIFFORD
1/18

RECEIVED
JAN 20 1972
FOR FILING

January 18, 1972

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 14	Ontario-Cairo Jct. Olds Ferry-Ontario Highway
Federal Aid Primary	Malheur County

The estimated date of filing for federal-aid funds on this project is February 20, 1972. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Attachment

BLG:js

cc: R. E. Simpson, FHWA
E. S. Hunter
F. L. Hall
D. H. Moehring
R. E. Royer
W. H. Tebeau
Roger Trygstad
H. S. Cox
B. L. Gifford
R. N. Chase
C. K. Ansell
W. E. Schwartz

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	(1-8) PNRS No.	(9) CARD TYPE	Page One

01 12) PROJECT TITLE (71
Ontario-Cairo Jct., FA(EGC) District 14

02 12) APPLICANT (45 — State Highway Division
46) DIVISION (79 — Dept. of Transportation

03 12) APPLICANT ADDRESS STREET (45 — State Highway Building
46) CITY (60 — Salem
76) ZIP 30 — 97310

04 12) CONTACT PERSON (45 — L.H. Young
46) Area Code (48 — 503
49) Phone (55 — 378
56) Extension (59 — 6563

05 12) SUMMARY PROJECT DESCRIPTION (Attach supporting documents as necessary.) (71
Economic Growth Center Project for reconstruction of approximately 4.0 miles

06 12) (71
of the existing two lane facility to a 4 lane highway.

07 12) (71

08 12) (71

09 12) (71

10 12) (71

11 12) PROJECT LOCATION CITY (45 — Ontario
46) PROJECT LOCATION COUNTY (79 — Malheur

12

FEDERAL FUNDS		NON FEDERAL MATCHING FUNDS		OTHER	TOTAL
12) (A) Grant (19	20) (B) Loan (27	28) (C) State (35	36) (D) Local (43	44) (E) Funds (51	52) (F) Funds (60
2,656,000		544,000			3,200,000

13 12) TYPE OF OTHER FEDERAL FUNDS (see 12B) (45
46) TYPE OF OTHER NON FEDERAL FUNDS (see 12E) (79

14 12) FEDERAL/STATE PROGRAM TITLE (71
Title 23 U.S.C. Highways

15 12) FEDERAL/STATE AGENCY NAME (45 — Dept. of Transportation
46) FEDERAL/STATE SUB-AGENCY (79 — Federal Highway Administration

17 (A) TYPE OF APPLICANT: (Check (x) the single most applicable box.)

State ☒ 12 Interstate ☐ 13 County ☐ 14 City ☐ 15 School District ☐ 16 Special Unit ☐ 17 Community Action ☐ 18 Sponsored Organization ☐ 19 Other ☐ 20

(B) TYPE OF ACTION: (Check (x) as many boxes as apply to this action.)

New Grant ☒ 21 Cont. Grant ☐ 22 Suppl't. Grant ☐ 23 Increase Duration ☐ 24 Decrease Duration ☐ 25 Cancellation ☐ 26 Increase Dollars ☐ 27 Decrease Dollars ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?
State: Yes ☒ 29 No ☐ 30
Regional: Yes ☐ 31 No ☐ 32
Local: Yes ☐ 33 No ☐ 34

(D) Is Project Under A-95: Yes ☒ 35 No ☐ 36

(E) Environmental Impact: Yes ☒ 37 No ☐ 38

(F) Housing Relocation Required: Yes ☒ 39 No ☐ 40

(G) ESTIMATED APPLICATION FILING DATE:
41) Month 42) — 2
43) Day (44 — 20
45) Year (46 — 72

Section: Ontario-Cairo Jct.

Highway: Olds Ferry-Ontario

County: Malheur

District: 14

Project Description (cont.)

This project will involve preliminary engineering, acquisition of right-of-way, grading, paving, and incidental work required to convert the present two-lane facility to a current standard four-lane highway. The roadway will have two 24-foot travel ways, 10-foot shoulders, and a median width to permit refuge lanes for left turns where required. This section is 4.0 miles in length.

Explanations:

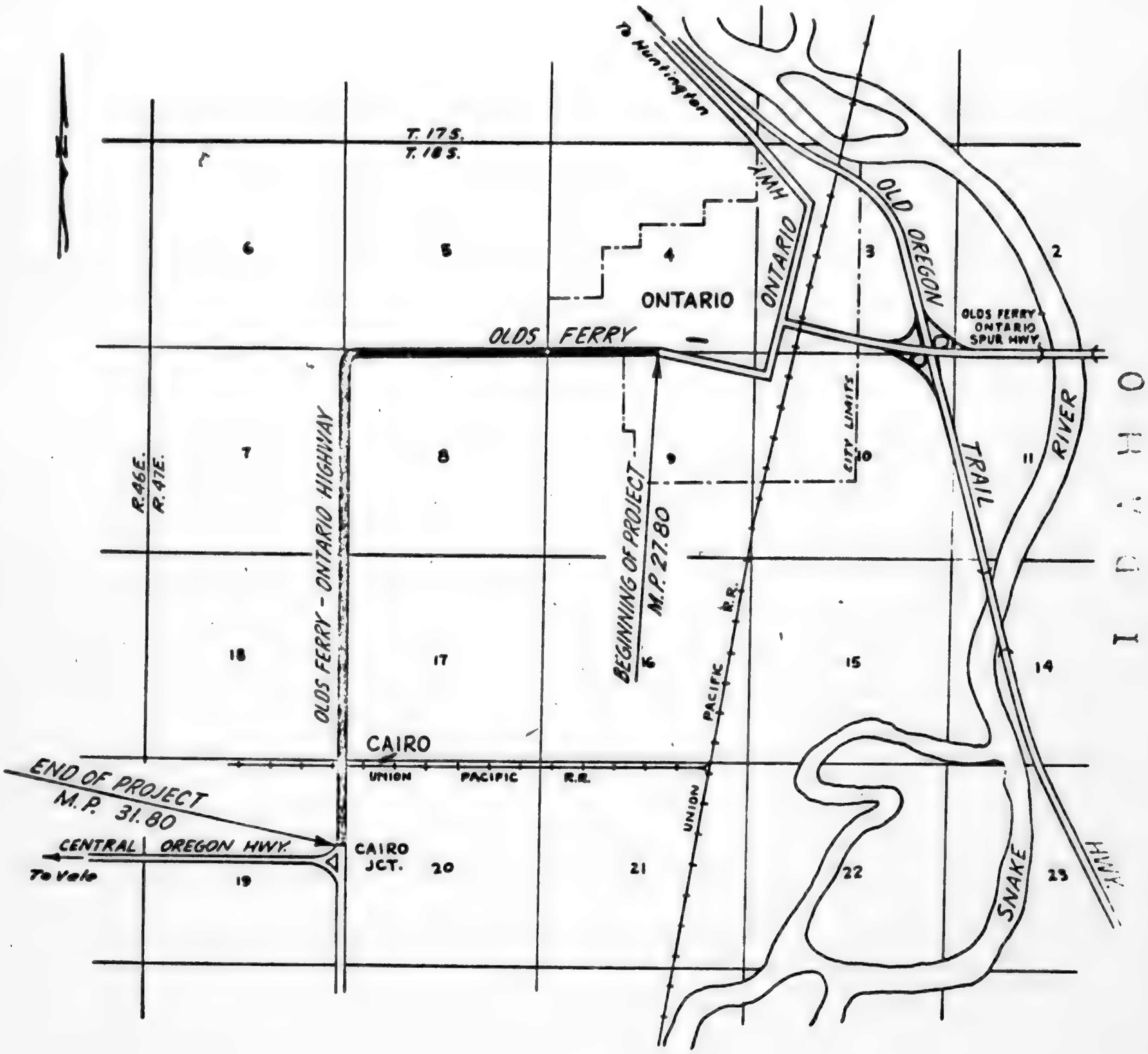
12C: HIGHWAY FUNDS

17C: Federal Program for Economic Growth Centers supplemented with Federal-Aid Primary funds.

17E: It appears at this time that the impact on the quality of human environment will be such that an environmental statement will be required. A Draft Environmental Statement will be prepared and comments sought at a future date.

17F: No one will be required to move from this project without at least 90 days prior written notice and when required, will be relocated to decent, safe and sanitary housing obtained the right of possession of adequate replacement housing; or have been offered decent, safe and sanitary comparable open housing, available for immediate occupancy as required by the Federal Relocation Act of 1970.

II: District Clearing House Action: Notified 1/18/72 Exempt by Agreement Yes ☐ No ☒


To Huntington
T. 17 S.
T. 18 S.
ONTARIO HWY.
OLD OREGON
6
5
4
3
2
ONTARIO
OLDS FERRY - ONTARIO SPUR HWY.
OLDS FERRY
I D A H O
7
8
9
10
11
R. 46 E.
R. 47 E.
CITY LIMITS
TRAIL
RIVER
OLDS FERRY - ONTARIO HIGHWAY
BEGINNING OF PROJECT M.P. 27.80
18
17
16
15
14
PACIFIC R.R.
CAIRO
UNION PACIFIC R.R.
END OF PROJECT M.P. 31.80
CENTRAL OREGON HWY.
To Vale
CAIRO JCT.
19
20
21
UNION
22
SNAKE
23
HWY.

OREGON STATE HIGHWAY DIVISION

Sketch Map

ONTARIO - CAIRO JCT. SEC.

OLDS FERRY - ONTARIO HIGHWAY

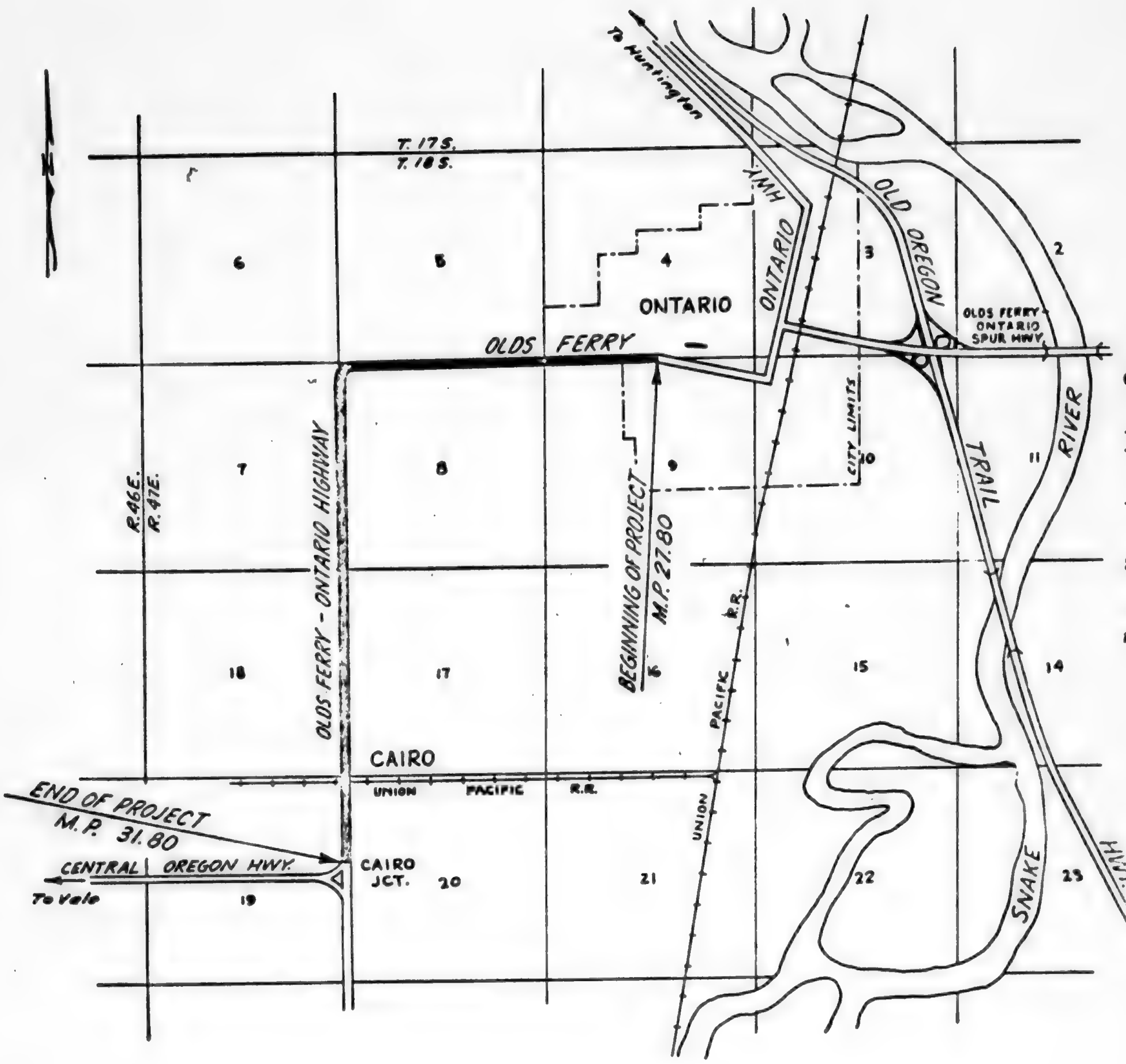
MALHEUR COUNTY

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE


To Huntington
N
T. 17 S.
T. 18 S.
ONTARIO HWY.
OLD OREGON TRAIL HWY.
6
5
4
3
2
ONTARIO
OLDS FERRY
OLDS FERRY ONTARIO SPUR HWY.
IDAHO
7
8
9
10
11
CITY LIMITS
R.46E.
R.47E.
OLDS FERRY - ONTARIO HIGHWAY
BEGINNING OF PROJECT M.P. 27.80
UNION PACIFIC R.R.
SNAKE RIVER
18
17
16
15
14
CAIRO
UNION PACIFIC R.R.
END OF PROJECT M.P. 31.80
CENTRAL OREGON HWY.
To Vale
CAIRO JCT.
19
20
21
22
23

OREGON STATE HIGHWAY DIVISION

Sketch Map

ONTARIO - CAIRO JCT. SEC.

OLDS FERRY - ONTARIO HIGHWAY

MALHEUR COUNTY

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

TRANSACTION NUMBER 1-30 AND 1-31

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT	OREGON
DATE	1-12-72
BY (Signature)	MR. YOUNG'S DECEMBER 28, 1971 LETTER
TITLE	PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☒ OTHERS ECONOMIC GROWTH

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 505 THRU 506

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
505	F-DP-28(7)	4.0	36,500	23,195
506	DP-F-28(7)	(4.0)	(36,500)	7,300

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
ONTARIO-CAIRO SECTION	PRELIMINARY ENGINEERING
" "	" "

THIS PROJECT IS JOINTLY FINANCED USING PRIMARY AND ECONOMIC GROWTH CENTER FUNDS.

Young

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

THE ECONOMIC AND ENGINEERING STUDIES REQUIRED BY IM 50-6-71 MUST BE DEVELOPED AND REPORTS SUBMITTED PRIOR TO PROGRAMMING OF RIGHT OF WAY/ AND/OR CONSTRUCTION.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1-12-72	R.E. SIMPSON, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

1-12-72

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JAN 18 1972

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JAN 5 - [illegible]

FOR FILING

December 28, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one preliminary engineering project, Item Nos. 505 and 506, Project No. F-DP-28(7), which we desire to have included in the Primary and Economic Growth Center Federal-Aid Highway Programs.

This project is being programmed under the provisions of IM 50-6-71 and jointly financed with Primary and Economic Growth Center Funds.

We further request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval. We will request additional authorization to proceed with the P.S. & E. phase as soon as location/design approval is obtained.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

RNC:bb

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

ACTION NO.

D TO W.O.

FORM PR-1
(REV. 4-61)

12-28-71

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

NUMBER (20)	PROJECT LOCATION (45 typewriter spaces) 21	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME	STATE CODE (2) (3)	APPN CODE (4) (9)	ITEM NO. (14) (18)
	SR 201 Ontario to Cairo Junction 65		6,300	10,000	91	08	Oregon	35	012	505

ER OF PROPOSED WORK (35 typewriter	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER: PREFIX LETTER(S) 14 23 / NUMBER 7 / SEQ. NO. 13	I. Projects Only: POST MI. (24) / DESIG. (26) 27
iminary Engineering 62								F-DP- 28(7)	

F FEDERAL FUNDS	Primary	COUNTY NAME: Malheur	CODE 045 (14) (16)
URBAN AREA	Ontario	ROUTE NO. P — FEDERAL-AID 5 (32) — STATE 455 (36) (37) — U.S. (41)	PROGRAM STAGE ☐ 1 OR ☒ 2

CODE	PROJECT CODE 41	CLASS 42	WORK TYPE 43 46	WORK STEP 53	TERMINI (Full description)	MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			PE		SR 201 Ontario south 4.0 mi. to Cairo Jct.	4.00	36,500	(7,300 EGC) 23,195	6,005		Preliminary Engrg., all phases including P.S. & E. preparation. (Future 4-12' lanes H.T. pave., 16' median and 10' shoulders)
			ROW		"Ontario-Cairo Jct. Section"						
			CONST (CODE)								ROW-100' min.; Access Control- partial; Park. Restrictions- none.
PREPARED BY					PROJECT TOTALS	4.00	36,500 (16) (23)	(7,300 EGC) 23,195 (24) (33)	6,005		

PROGRAM APPROVAL DATES

REMARKS

See Item 506, Project DP-F-28(7). This is a jointly financed project using Primary and Economic Growth Center Funds.

-OVER-

USCOMM DUSCOMM-DC 40009-P61

Budget Bureau No. 41-R2067; Approval Expire

U.S. DEPARTMENT
BUREAU OF

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

12-28-71

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) SR 201 Ontario to Cairo Junction 21 65	ADT	PRESENT 6,300	FUTURE 10,000 (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14	NUMBER F-DP- 28(7) 28 7	SEQ. NO. 13

CARD 4	CLASS OF FEDERAL FUNDS Primary	COUNTY NAME Malheur			CODE 045 (14) (16)	PROG
	NAME OF URBAN AREA 17-31 Ontario	ROUTE NO. P	FEDERAL-AID 5 (32)	STATE 455 (36)	U.S. (37) (41)	☐ 1

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARA PROPO (Full d
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		SR 201 Ontario south 4.0 mi. to Cairo Jct.	4.00	36,500	(7,300 EGC) 23,195	6,005		Prelimina all phase P.S. & E. (Future 4 H.T. pave median an shoulders
5					ROW		"Ontario-Cairo Jct. Section"						
5					CONST (CODE)								ROW-100' Access Co partial Park. Res none.
CARD 1	CODE 1	PREPARED BY					PROJECT TOTALS	4.00	36,500	(7,300 EGC) 23,195	6,005		
1	14	PROGRAM APPROVAL DATES							(16) (23)	(24) (32)			

REMARKS

See Item 506, Project DP-F-28(7). This i
jointly financed project using Primary an
Economic Growth Center Funds.

USCOMM DUSC

Existing Facility: Bituminous surface varying from 2-11' lanes with 4' shoulders at south end to 4-12' lanes with 2.5' shoulders at north end.

Adjacent Facilities:

South End: 2-12' lanes bituminous surface with 4' shoulders.
North End: 4-12' lanes bituminous surface with 10' parking areas and curbs.

Project Data: The project consists of all phases of preliminary engineering including P.S. and E. preparation for future 4-12' lanes H.T. pavement with 16' median and 10' shoulders as an "Economic Growth Center and Development Highway Demonstration Project".

Public Hearing: Will be offered and held as requested.

System Action, Water Development, Historical and Recreational Areas: None known to be involved.

Airports: Ontario Airport.

Railroad Crossing Data:

Railroad Name — Union Pacific RR (OWRR & N)
Number of Tracks — 1
Number of Trains — 4 per day
Number of High Speed Trains — None
Present Protection — Wigwag and Gong
Proposed Protection — Cantilever Flashing Lights with Gong and Gates
Railroad Benefits — Maximum

Data for PR-37:

Total Cost	Pro Rata	Federal Funds	State Funds
$36,500	(63.55% Primary)	$23,195	$6,005
	(20.00% EGC)	7,300	
$36,500	83.55%	$30,495	$6,005

Preliminary Engineering	Field	$29,500
	P.S.& E.	7,000
		$36,500

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

12-28-71

ON NO.

.O.

ER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	SR 201 Ontario to Cairo Junction	ADT	6,300	10,000	91	08	Oregon	35	106	506

PROPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV ACCT	OA CLASSIF.	OA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) / NUMBER / SEQ. NO.	I. Projects Only: POST MI. / DESIG.
ary Engineering								DP-F- / 28(7) /	

RAL FUNDS: Economic Growth Center

COUNTY NAME: Malheur — CODE: 045

N AREA: Ontario

ROUTE NO. P — FEDERAL-AID: 5 — STATE: 455 — U.S.:

PROGRAM STAGE: ☐ 1 OR ☒ 2

CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE		SR 201 Ontario south 4.0 mi. to Cairo Jct.	4.00	36,500	(23,195 FAP) 7,300	6,005		Preliminary Engrg., all phases including P.S. & E. preparation.
	ROW								
	CONST (CODE)		"Ontario-Cairo Jct. Section"						ROW-100' min.; Access Control-partial; Parking Restrictions-none.
EPARED BY			PROJECT TOTALS	4.00	36,500	(23,195 FAP) 7,300	6,005		

OGRAM APPROVAL DATES

REMARKS

See Item 505, Project F-DP-28(7).
This is a jointly financed project using Economic Growth Center and Primary Funds.

-OVER-

USCOMM DUSCOMM-DC 48906-P61

Budget Bureau No. 41-R2067; Approval Expir

U.S. DEPARTMENT
BUREAU OF

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

12-28-71

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) SR 201 Ontario to Cairo Junction	ADT	PRESENT 6,300	FUTURE 10,000	YEAR 91	REGION 08	STATE NAME Oregon
								STATE CODE 35

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): DP-F- NUMBER: 28(7) SEQ. NO.

CARD 4	CLASS OF FEDERAL FUNDS Economic Growth Center	COUNTY NAME Malheur CODE 045
	NAME OF URBAN AREA Ontario	ROUTE NO. P FEDERAL-AID: 5 STATE: 455 U.S.

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHAR PROP (Full
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)			
5					PE		SR 201 Ontario south 4.0 mi. to Cairo Jct.	4.00	36,500	(23,195 FAP) 7,300	6,005		Prelimin all phas ing P.S. preparat
5					ROW								
5					CONST (CODE)		"Ontario-Cairo Jct. Section"						ROW-100' Access C partia Parking none.

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	4.00	36,500	(23,195 FAP) 7,300	6,005
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	

REMARKS

See Item 505, Project F-DP-28(7).
This is a jointly financed project using
Growth Center and Primary Funds.

USCOMM DC

Existing Facility: Bituminous surface varying from 2-11' lanes with 4' shoulders at south end to 4-12' lanes with 2.5' shoulders at north end.

Adjacent Facilities:

South End: 2-12' lanes bituminous surface with 4' shoulders.
North End: 4-12' lanes bituminous surface with 10' parking areas and curbs.

Project Data: The project consists of all phases of preliminary engineering including P.S. and E. preparation for future 4-12' lanes H.T. pavement with 16' median and 10' shoulders as an "Economic Growth Center and Development Highway Demonstration Project".

Public Hearing: Will be offered and held as requested.

System Action, Water Development, Historical and Recreational Areas: None known to be involved.

Airports: Ontario Airport.

Railroad Crossing Data:

Railroad Name — Union Pacific RR (OWRR & N)
Number of Tracks — 1
Number of Trains — 4 per day
Number of High Speed Trains — None
Present Protection — Wigwag and Gong
Proposed Protection — Cantilever Flashing Lights with Gong and Gates
Railroad Benefits — Maximum

Data for PR-37:

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	(20.00% EGC)	7,300	
$36,500	83.55%	$30,495	$6,005

Preliminary Engineering	Field	$29,500
	P.S.& E.	7,000
		$36,500

RECEIVED
DEC 1969

FORM [illegible]

FOR FILING

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

December 23, 1969

Salem, Oregon

To: **MEMORANDUM TO THE FILE:**

SUBJECT: R-43945 - Kelley
Ontario - Cairo Junction
Olds Ferry - Ontario Highway

The above right of way file number has been set up to cover the advance acquisition of an additional strip of right of way for future widening of the above highway to 4 lanes.

The consideration of obtaining additional right of way at this time is brought about by reason of the request of the Kelley's for the grant of two accesses to his property. By a prior agreement and deed (File 16395) the Kelley's had conveyed all rights of access from their property to the above highway. Access is provided by a public road adjacent and, I believe, on the northerly side of their place.

The planned purpose of the two accesses the Kelley's request be granted is so that they can dispose of some 17 to 20 acres of their land abutting the highway to Pacific Supply Coop. This latter association apparently desires to construct seed warehouses, fertilizer mixing plants and a wholesale outlet for farm supplies.

Attached is a plot plan of how the association proposes to improve the property. This drawing was prepared in our office by Mr. Moisan from a cardboard model loaned to the undersigned by the Coop. It is not represented as being a present construction plan but only to be considered as a schematic plan.

Mr. Max Taggart represents the Kelley's and Mr. Richard J. Brownstein represents the purchaser. Both parties are very anxious to have this matter of access grant determined at an early date as the time has already gone by for entering into a "crop lease" for next season.

Mr. Shirley, Assistant Division Engineer, has been handling. Recent illness on his part and a death in the family has prevented his recent attention. On December 17 and 18 at the Division Engineers' meeting in Salem, the undersigned discussed the matter with Mr. Coulter. On the 19th I received a telephone call from Mr. Taggart to say that he had conferred with Mr. Carter, a Right of Way Agent on the matter and that a report should be coming in to Salem office soon. He requested that I attempt to have it expedited.

G. E. ROHDE
Chief Counsel

GER:hg

cc - Mr. R. L. Porter
Mr. John Oakes
Mr. D. H. Moehring

RECEIVED
DEC 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 1 - 1968
FOR FILE

3-29-68

Prefix No. 123-1416

ADDENDUM "A" TO LOCATION PROSPECTUS
ONTARIO-CAIRO JUNCTION SECTION
OLDS FERRY-ONTARIO HIGHWAY
MALHEUR COUNTY

The following addendum is submitted to revise the location prospectus concerning the above-mentioned section.

PARAGRAPH 1 - Correct as per original prospectus.

PARAGRAPH 2 - Second sentence, change to read: "The westerly end of the project is at M.P. 29.26.'

PARAGRAPH 3 - Change to read: "1.45 miles."

PARAGRAPHS 4 AND 5 - Correct as per original prospectus.

PARAGRAPH 6 - Change to read: "Class "A(4)'. Deviations from State and AASHO standards are not anticipated."

PARAGRAPHS 7 THROUGH 10: Correct as per original prospectus.

PARAGRAPH 11 - Second sentence, change to read: "The Ontario Municipal Airport lies approximately 1-1/2 miles westerly of this project."

PARAGRAPHS 12 AND 13 - Correct as per original prospectus.

ATTACHMENT: - Remove and destroy; replace with attachment from this addendum.

March 29, 1968
Attachment

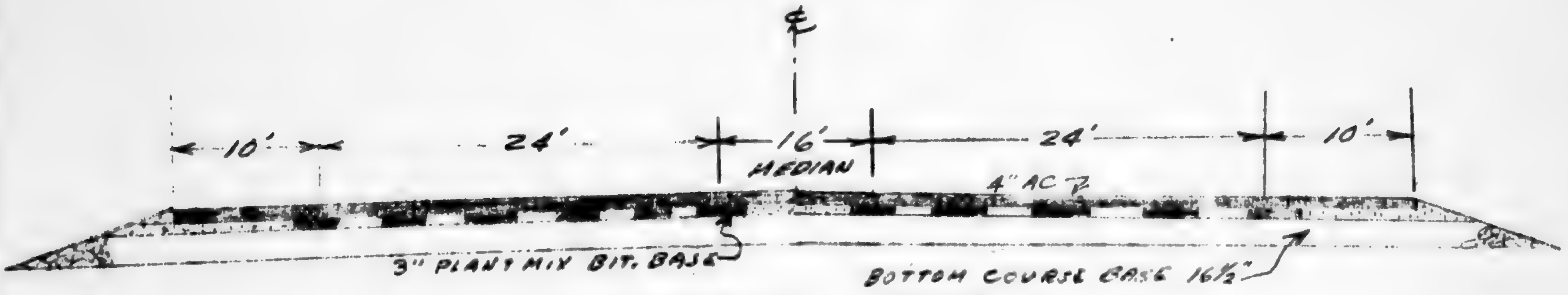
cc: R. E. Simpson (3)
Forrest Cooper
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
R. L. PORTER

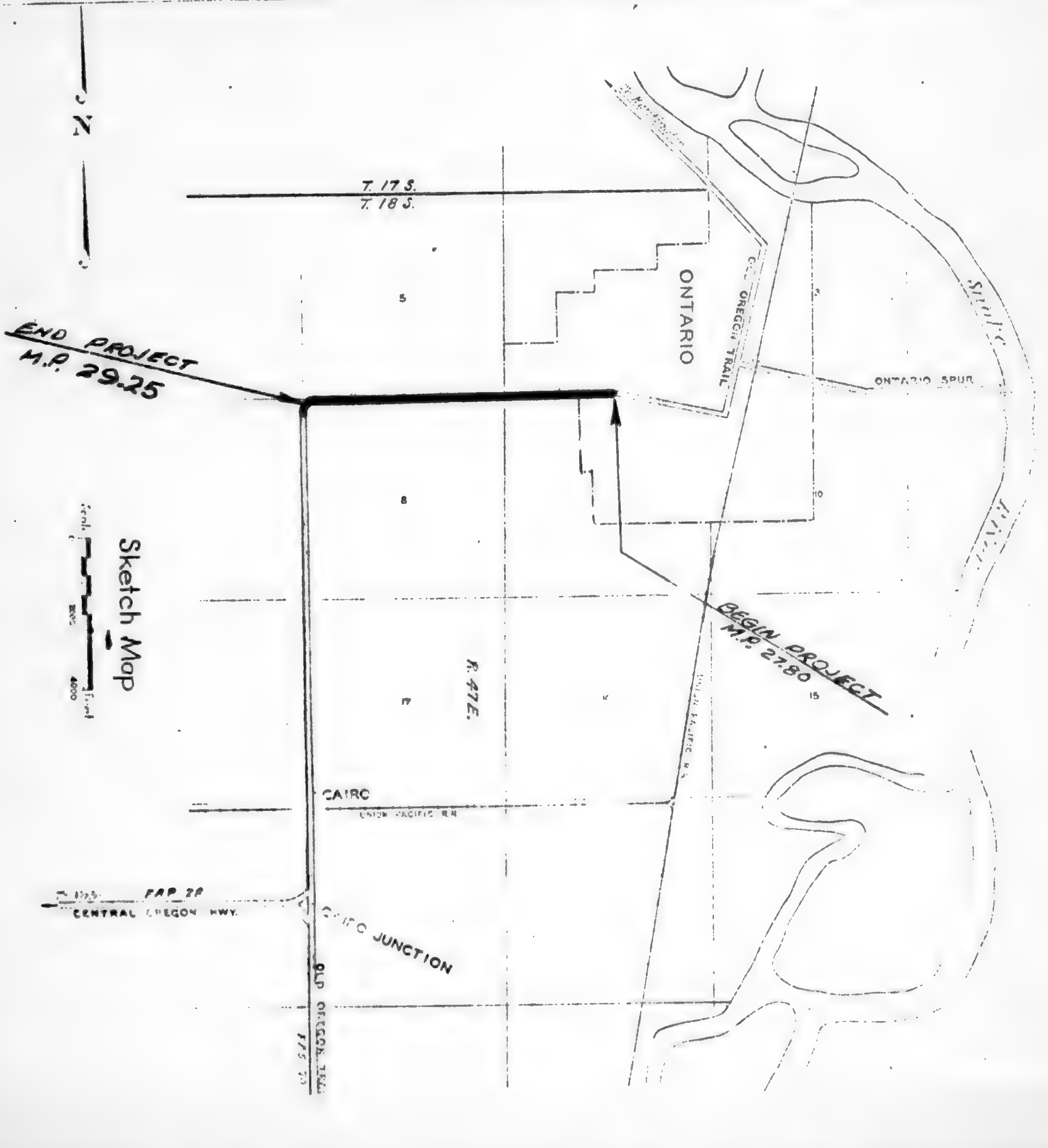
NOTED
FORREST COOPER

OFFICE OF
[illegible]

PROSPECTUS MAP
ONTARIO-CAIRO JCT. SEC.
OLDS FERRY-ONTARIO HWY.
MALHEUR COUNTY
MAR 1968


℄
10'
24'
16'
MEDIAN
24'
10'
4" AC
3" PLANT MIX BIT. BASE
BOTTOM COURSE BASE 16½"

TYPICAL SECTION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Sketch Map
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T. 18 S.
ONTARIO
OREGON TRAIL
ONTARIO SPUR
Snake River
5
8
10
15
17
END PROJECT
M.P. 29.25
BEGIN PROJECT
M.P. 27.80
R. 47 E.
UNION PACIFIC R.R.
CAIRO
UNION PACIFIC R.R.
FAP 28
CENTRAL OREGON HWY.
CAIRO JUNCTION
OLD OREGON TRAIL

7618

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MAR 26 [illegible]
[illegible]

FORM E-20X—30M—7-69

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1968

SUBJECT: Ontario-Cairo Junction Section
Olds Ferry-Ontario Highway
Malheur County

To: Mr. A. F. Parson
Division Engineer
Oregon State Highway Department
P. O. Box 850
LaGrande, Oregon 97850

Attention Mr. H. S. Coulter
Assistant Division Engineer

Attached is approved survey authorization for subject section.

Please note that we are to survey only the first 1-1/2 miles, S.W. Eighth Street to Intersection at N.E. corner of airport on existing highway route. Anticipated work load in this area is to be reviewed and survey not to be started unless situation is appropriate.

F. D. Morgan
Construction Engineer

By

George C. Wills
Assistant Chief Locating Engineer

GCW:nn
Enc.
cc: F. B. Klaboe ✓

RECEIVED
MAR - 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

3·4·68

RECEIVED
MAR 7 - 1968
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Prefix No. 123-1416

LOCATION PROSPECTUS
ONTARIO-CAIRO JUNCTION SECTION
OLDS FERRY-ONTARIO HIGHWAY
MALHEUR COUNTY

HIGHWAY: Olds Ferry-Ontario. State Secondary No. 455, Federal-aid Primary No. 5.

TERMINI: The northeasterly end of the project is at M.P. 27.80 in Ontario. The southerly end of the project is at M.P. 31.83 which point is at Cairo Junction.

LENGTH: 4.03 miles.

PROGRAM: Not programmed.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates of cost for grading and paving. The route approximates the existing facility. Reconnaissance is not necessary. Soils investigations will be conducted. No special drainage problems are anticipated. An economic analysis is not needed at this time. Investigations will be made of past high water data to see if the design of this project will be affected.

CHARACTERISTICS: Existing ADT 5,400; projected ADT 8,600.

STANDARDS: Class "A(4)". Deviations from State and AASHO standards are anticipated.

TYPICAL SECTION: Two 24-foot travel lanes with 10-foot shoulders. A 16-foot median will separate the two 24-foot travel lanes.

BASE DESIGN: The tentative base design for construction is:

	New	Over Existing
Wearing Surface	4 " A. C.	4" A.C.
Top Course Base	3 " P.M.B.B.	Variable leveling
Bottom Course Base	16-1/2" Crushed Rock	
Total	23-1/2"	

NOTED
TOM EDWARDS

ACCESS: Controlled access.

ADDITIONAL FACILITIES: There are no major stream crossings. The Ontario Municipal Airport is affected by this project.

MATERIAL: Sources of suitable material will be located during the survey and referenced to the project.

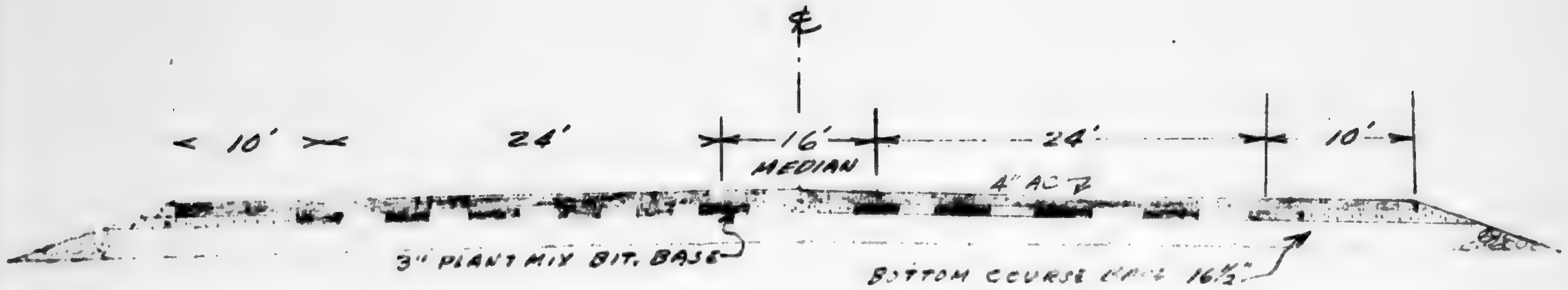
AGREEMENTS: A portion of this project lies within the incorporated limits of the city of Ontario. Agreements with the City of Ontario will be necessary. There is an at-grade crossing of the Union Pacific Railroad at M.P. 31.32. Agreements will be necessary with the railroad. Utility adjustments are anticipated. An opportunity for a public hearing will be offered.

PARKS OR WAYSIDES: None.

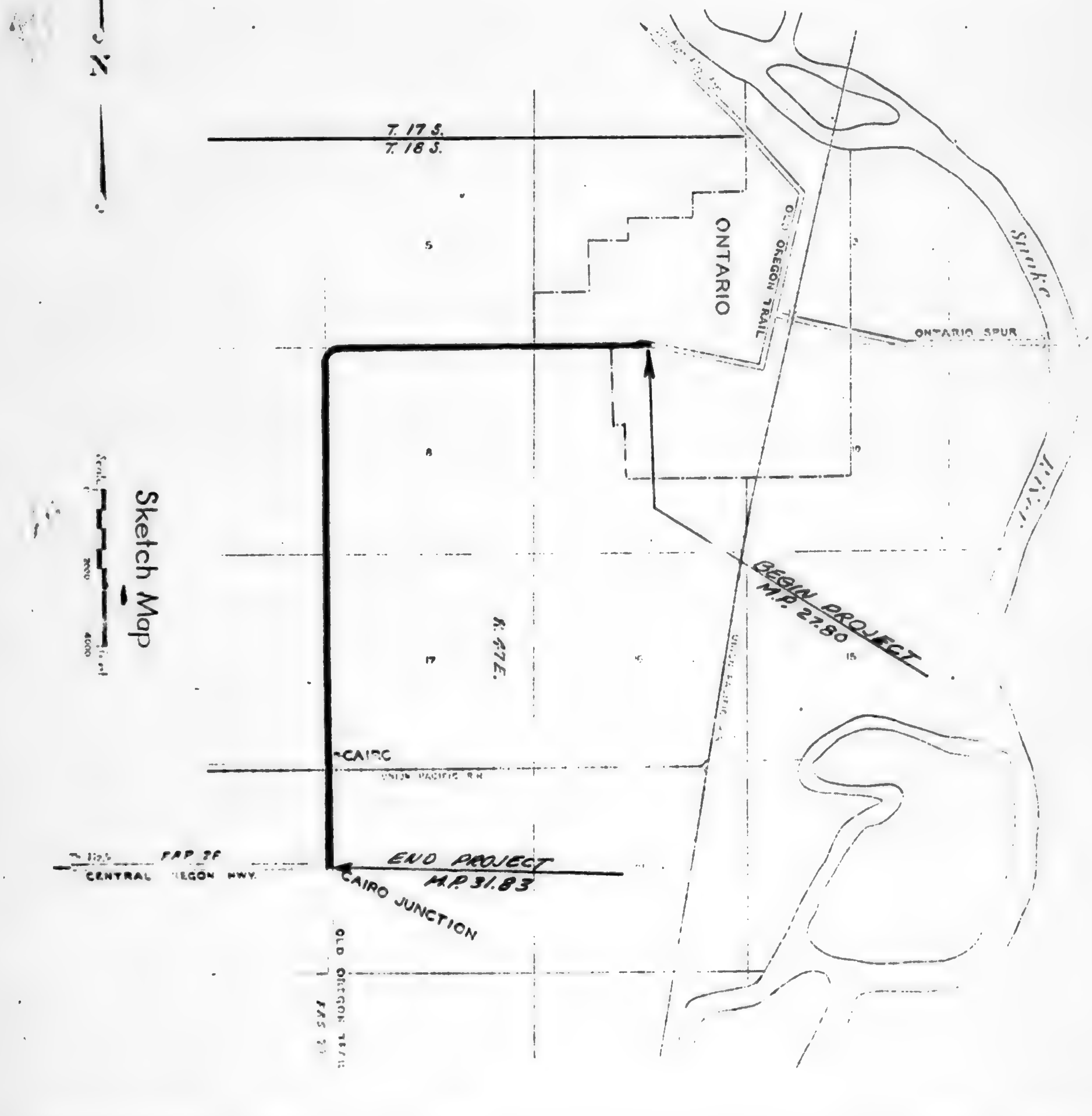
March 4, 1968
Attachment
cc: R. E. Simpson (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox (2)
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
MAR - 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER

ONTARIO-CAIRO JCT. SEC.
OLDS FERRY-ONTARIO HWY.
MALHEUR COUNTY
JAN 1967


℄
10'
24'
16'
MEDIAN
24'
10'
4" AC
3" PLANT MIX BIT. BASE
BOTTOM COURSE AGG. 16½"

TYPICAL SECTION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T. 17 S.
T. 18 S.
ONTARIO
OLD OREGON TRAIL
ONTARIO SPUR
Snake
River
Sketch Map
Scale
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Feet
R. 47 E.
BEGIN PROJECT
M.P. 27.80
UNION PACIFIC R.R.
CAIRO
FAP 28
CENTRAL OREGON HWY.
END PROJECT
M.P. 31.83
CAIRO JUNCTION
OLD OREGON TRAIL
FAS
5
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17
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SEP 28 1965

9618

CITY OF
Ontario.... THE CAPITAL OF EASTERN OREGON

WASH
IDAHO
OREGON
NEV

FROM THE OFFICE OF CITY SUPERINTENDENT
PLEASE DIRECT ALL CORRESPONDENCE
ON THIS MATTER TO THE ABOVE.

ONTARIO, OREGON
97914

September 21, 1965

124-K

Mr. F. B. Klaboe, Asst. State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Klaboe:

Thank you for your suggestion that a special setback be established on SW 4th Avenue in Ontario.

The City Council at its meeting on September 20th adopted the 45 foot setback to insure no newly constructed buildings being constructed within the 90 foot width of the setback.

We appreciate the opportunity to work with the Highway Department Office for better future planning of highway construction.

Should you have other sections of the State Highway within the City Limits which you feel additional setbacks are desirable we would be happy to adopt special setbacks on these streets also.

Very truly yours,

C. Lloyd Castner
C. Lloyd Castner
City Superintendent

CLC:wls

NOTED
F. B. KLABOE

RECEIVED
SEP 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 24 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 1[illegible] 1965
FOR FILING

124

September 14, 1965

Mr. C. Lloyd Castner
City Superintendent
City of Ontario
Ontario, Oregon

Dear Mr. Castner:

This is in answer to your letter of August 18 regarding the possible right-of-way purchase of properties for future street widening on the West City Limits-S. W. 9th Street (Ontario) Section.

At present, no money is set up for such a plan; however, it would be of great value if your office could enact a building set back for the area in question which would provide us with 90 feet of clear width. This would insure that no buildings would have to be purchased when we are in a position to buy and naturally would result in reduced prices on the land taken. The 90-foot width would be sufficient for four lanes, a median, parking and a walk on either side.

If you need any additional information, please contact Mr. A. F. Parson, Division Engineer at La Grande, and he will be glad to work with you.

Thank you for bringing this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. A. F. Parson

DNS:jp FBK:srb

REFERRED TO **1339**

Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER
AUG 20 65

CITY OF Ontario .... "THE CAPITAL OF EASTERN OREGON"

FROM THE OFFICE OF CITY SUPERINTENDENT
PLEASE DIRECT ALL CORRESPONDENCE
ON THIS MATTER TO THE ABOVE.

ONTARIO, OREGON

August 18, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

The Ontario City Council at its meeting on August 16th requested that the State Highway Department attempt to aquire additional right-of-way for future widening of S.W. 4th Street from S.W. 9th Street west to the Ontario city limits. They felt that there may be some need in the future for the widening of this street and that the cost would be considerably less if the right-of-way was aquired now rather than buying expensive buildings later. We are not in a position to recommend the right-of-way width which needs to be aquired, but are confident that the State Highway Department will decide on a right-of-way width which will meet the communities needs. We think the acquisition will be a savings to the taxpayer to avoid unneccessary expense in the future.

Very truly yours,

C. Lloyd Castner
C. Lloyd Castner
City Superintendent

NOTED
F. B. KLABOE

CLC/bmg

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 23 1965
CONSTRUCTION
DIVISION

RECEIVED
AUG 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 19 1965
OREGON
STATE HIGHWAY COMMISSION

1983 Chemawa Intchge.-Pine St. 9619
Sec, Pac. Hwy. & Salem Pkwy.
(sign. & ill.)

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 6	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 9/30/87	REPORT MADE BY D. B. Carter, Area Engineer		PROJECT NO. I-IR-IX-5-5(77)260 and IX-1525(3)
COMPLETION DATE (Actual) 1/16/85	ACCEPTANCE DATE BY CONRTACT AGENCY 4/24/86	TIME ELAPSED SEE BELOW %	CONTRACT TIME S.C.D. 11/30/84

LOCATION
Chemawa interchange to Pine St. on the Salem Parkway and on the Pacific Hyw, City of Salem, Oregon

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CHEMAWA INTCH. - PINE ST. N.E. SECTION
PACIFIC HWY & SALEM PARKWAY
Signing and Illumination

This project provided for signing and illumination on the above section.

The final cost of the original contract bid items was $413,845.83 or a 2.9 percent underrun of the contract bid amount of $425,707.00. The final cost of the project including all changes and construction engineering was $546,568.62.

All participating work has been completed. All signing and striping is complete.

A final inspection of the completed work was made on April 8, 1985.

The project provided for a specified completion date of November 30, 1984 with two intermediate or partial completion dates. The contractor overran the contract time on all three dates. The contractor requested a time extension and was granted a time extension for Phase "b" which eliminated all liquidated damages for Phase "b" and was also granted a time extension for Phase "C" which reduced the time overrun on this phase to 8 calendar days. The request for a time extension on Phase "a" was denied and 47 days of overrun remains for this phase. Liquidated damages were charged for the resultant time overruns.

- DBC -

NOTED
W. E. SCHWARTZ

Cy
10/7

RECEIVED
STATE HWY ENGR
OCT 2 '87
REFER TO
Fredrickson
FOR

Info	Inve	R/D	D/R	Sig	Act	File

ACCEPTANCE OF PROJECT IS RECOMMENDED	ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION
SIGNATURE David B Carter	SIGNATURE
TITLE Area Engineer — DATE 9/30/87	TITLE District Engineer A — DATE 10/1/82

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

9619

~

July 21, 1986

CON 5 - #9619

Robert D. Reinhard
Attorney at Law
701 Pacific Avenue
Tacoma, WA 98402

Thank you for your letter of July 15, 1986, advising us that a settlement has been reached between General Electric Supply Company and Clarke Electric and that they are releasing their claim.

You state this is in reference to the Clarke Electric, Inc., Contract No. 9619 for work on the Chomawa Interchange-Pine Street, N.E. Section Project in Marion County.

George Bell
Assistant Director

cc: Clarke Electric, Inc.
P.O. Box 10326
Eugene, OR 97440

United Pacific Insurance Co.
P.O. Box 1788
Eugene, OR 97440

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: Secretary of State

bbc: Bryant Jackmond

NOTED ON CARD
7-21-86cc

FKN:cc

Robert D. Reinhard
Attorney at Law

701 Pacific Avenue
Tacoma, Washington 98402
(206) 627-1919

July 15, 1986

Mr. Robert W. Gormsen
COMMISSION SERVICES
Department of Transportation
Transportation Building
Salem, OR 97310

Re: General Electric Supply v. Clarke Electric
Your File No. : CON 5 #9619

Dear Mr. Gormsen:

This is to advise you that a settlement has been reached between General Electric Supply Company and Clarke Electric, Inc. General Electric hereby releases its claim with regard to this matter.

Very truly yours,

Robert D. Reinhard

ROBERT D. REINHARD

cpa
cc: Mr. Robert Slutzky
Mr. Scott Cochran
United Pacific Insurance Company
Clarke Electric, Inc.

RECEIVED
JUL 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9619

May 21, 1986

CON 5 - #9619

United Pacific Insurance Co.
P.O. Box 1788
Eugene, OR 97440

On May 8, 1986, we wrote to you concerning release of final payment on Contract No. 9619 awarded to Clarke Electric, Inc. for work on the Chemawa Interchange-Pine Street, N.E. Section of the Pacific Highway and Salem Parkway in Marion County.

Final payment on this contract is $5,000.00 and the total contract amount is $480,459.41 including $960.33 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Clarke Electric, Inc.
P.O. Box 10326
Eugene, OR 97440

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

1017

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION CHEMAWA INTERCHANGE - PINE STREET NE	WEEK ENDING February 1, 1986	SECTION PREFIX 624-1087
HIGHWAY Pacific Highway & Salem Parkway	COUNTY Marion	
NAME OF JOB Chemawa Intch.-Pine Street NE	KIND OF WORK Signing and Illumination	
CONTRACTOR Clarke Electric, Inc.	CONTRACT NUMBER 9619	FEDERAL AID PROJECT NUMBER I-IR-IX-5-5(77)260 & IX-1525(3)
DATE OF CONTRACT May 2, 1983	DATE WORK STARTED October 5, 1983	ESTIMATED COMPLETION DATE January 16, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 523,757.45	SPECIFIED COMPLETION DATE a 9/30/83 b 11/30/83 c 11/30/84	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 483,757.45	ENGINEERING AUTHORIZATION $ 40,000	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 479,606	ENGINEERING COST TO DATE $ 46,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: underrun 1.0 %	PERCENT OF AUTHORIZATION 115 %	DATE PROJECT WAS COMPLETED: January 16, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

	Furnish Only	Signing	Illumination					
PERCENT	100	100	100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26				
MONDAY 27				
TUESDAY 28				
WEDNESDAY 29				
THURSDAY 30				
FRIDAY 31				
SATURDAY 1				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	Week ending 2-1-86.

REMARKS

Project Manager's crew: 0

Semifinal data submitted through Region Office. Third Notification submitted January 27, 1986.

FINAL REPORT.

Distribution:
Construction (3); Region (1);
Files (1)

SIGNED Kenneth L Stoneman LOCATION Salem
Kenneth L. Stoneman, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

[illegible]

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-76 & 90	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Marion
MODIFICATION NUMBER 7	1-14-[illegible]	Project Number I-IR-IX-5-5(77)260

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,602,303	$ 6,639,922
		3,885,709 (042) ✓
Federal funds	$ 5,925,551✓	$ 1,924,057 (580)
		150,135 (044) ✓
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14TH day of JAN, 19 86.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

~~XXX~~ For: Larry Rulien

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JANUARY 8, 1986

FEDERAL AID PROJECT NO. I-IR-IX-5-5(77)260

Chemawa Interchange Section
Pacific Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
Roadway (Sta. 1755+00 to Sta. 1822+00)

Subtotal from Estimate of May 10, 1985	$2,215,618.20
Engineering	300,119.80
Total	$2,515,738.00

Type Code X281
Structure, Br. No. 7855E (Sta. "CS" 1802+33)

Total as on Estimate of May 10, 1985	$1,222,950.00

Type Code Y031
Signals (2 locations)

Total as on Estimate of May 10, 1985	$ 104,650.00

Interstate Transfer Funding

Type Code I000
Roadway (Sta. 1787+05.88 to Sta. "CK" 1810+21)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Metal G.R. & Conc. Curb (F.A. #5)					$4,742.24
					$4,742.24

Increase	$ 4,742.24
Subtotal from Estimate of May 10, 1985	1,344,245.05
Subtotal	$1,348,987.29
Engineering	201,636.71
Total	$1,550,624.00

Type Code X280
Structure, Br. No. 7855B, C & D

Subtotal as on Estimate of May 10, 1985	$ 121,400.00

Type Code X631
Structure, Br. No. 16096 (Sta. "CK" 1807+88.6)

Subtotal Alternate "A"	$ 498,578.00
Total as on Estimate of May 10, 1985	$ 712,974.00

Type Code Y003
4-R Funding
Landscaping

Total as on Estimate of May 10, 1985	$ 162,801.00

Type Code Y030
Signing (Sta. 1786+30.37)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Brooks Int. Sign Rev. (P.A. #8A)				100%	$ 1,459.00
Sign Installations (P.A. #10B)				100%	11,980.00
Change Circ. Brkr. ETC (P.A. #11A)				100%	1,210.72
Additional Wiring Sign #40 (P.A. #12A)				100%	1,482.00
Sign Luminaires (P.A. #13A)				100%	1,745.27
					$17,876.99

Increase	$ 17,876.99
Subtotal from Estimate of March 25, 1985	186,885.33
Subtotal	$ 204,762.32
Engineering	25,229.68
Total	$ 229,992.00

Type Code Y030
Illumination (Sta. 1786+30.37)

Total as on Estimate of May 23, 1983	$ 140,193.00
Length of Roadway (Interstate)	0.000 mi.
Length of Roadway (I-Transfer)	1.007 mi.
Length of Structures	0.000 mi.
Total Length	1.007 mi.
Cost of Roadway Per Mile (IX)	$1,558,415.09

SUMMARY OF FUNDS

Description	Pro Rata	Group	Appn Code	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	92.22	1	042	$2,515,738.00	$2,320,013.00	$195,725.00	$ ---
Structures	92.22	1	042	1,222,950.00	1,127,804.00	95,146.00	---
Signals	92.22	1	042	104,650.00	96,509.00	8,141.00	---
Roadway	85	2	580	1,550,624.00	1,318,030.00	---	232,594.00
Structures	85	2	580	712,974.00	606,027.00	---	106,947.00
Landscaping	92.22	3	044	162,801.00	150,135.00	12.666.00	---
Total				$6,269,737.00	$5,618,518.00	$311,678.00	$339,541.00

Contract No. 9619

Signing	92.22	G-1	042	$ 229,992.00	$ 212,098.00	$ 17,894.00	$ ---
Illumination	92.22	G-1	042	140,193.00	129,285.00	10,908.00	
Subtotal				$ 370,185.00	$ 341,383.00	$ 28,802.00	$ ---
Total				$6,639,922.00	$5,959,901.00	$340,480.00	$338,830.00

Contract No. 9568

Group 1 042 60%
Group 2 580 36%
Group 3 044 02%
Group 8 580 02%
Prefix: 624-1975 (P.E.)
Prefix: C09568 (Const.)

Contract No. 9619

Group 1 042 62%
Prefix: 624-1975A (P.E.)
Prefix: C09619 (Const.)

Nonparticipating

Furnish Mailbox Posts	6 Each	100.00	$ 600.00

RLC:me

9619 t

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 6112		County Marion
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number I-IR-IX-5-5(77)260
MODIFICATION NUMBER 6		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10 , 1983 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,587,303.00	$ 6,602,303.00
Federal funds	$ 5,911,718.00	$ 5,925,551.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of June , 1985 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Rout

Manager, Program Section
(Title)

XRX For: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Oregon State Highway Division
Salem, Oregon June 12, 1985

Federal-Aid Project No. I-IR-IX-5-5(77)260

Chemawa Interchange Section
Pacific Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway (Sta. 1755+00 to Sta. 1822+00)

Subtotal from estimate of May 10, 1985		$ 2,215,618.20
	Engineering	285,119.80
	Total	$ 2,500,738.00

Type Code X281
Structure, Br. No. 7855E (Sta. "CS" 1802+33)

Total as on estimate of May 10, 1985 $ 556,062.00

Type Code Y031
Signals (2 Locations)

Total as on estimate of May 10, 1985 $ 104,650.00

Interstate Transfer Funding

Type Code I000
Roadway (Sta. 1787+05.88 to Sta. "CK" 1810+21)

Total as on estimate of May 10, 1985 $ 1,545,882.00

Type Code X280
Structure, Br. No. 7855 B, C & D

Total as on estimate of May 10, 1985 $ 121,400.00

Type Code X631
Structure, Br. No. 16096 (Sta. "CK" 1807+88.6)

Total as on estimate of May 10, 1985 $ 712,974.00

Type Code Y003
4-R Funding
Landscaping

Total as on estimate of May 10, 1985	$ 162,801.00
Length of Roadway (Interstate)	0.000 mi.
Length of Roadway (I-Transfer)	1.007 mi.
Length of Structures	0.000 mi.
Total Length	1.007 mi.
Cost of Roadway Per Mile (IX)	$ 1,558,415.09

SUMMARY OF FUNDS

Description	Pro Rata	Group	Appn Code	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	92.22	1	042	$2,500,738.00	$2,306,180.00	$194,558.00	$ ---
Structures	92.22	1	042	1,222,950.00	1,127,804.00	95,146.00	---
Signals	92.22	1	042	104,650.00	96,509.00	8,141.00	---
Roadway	85	2	580	1,545,882.00	1,313,999.00	---	231,883.00
Structures	85	2	580	712,974.00	606,027.00	---	106,947.00
Landscaping	92.22	3	044	162,801.00	150,135.00	12,666.00	---
Total				$6,249,995.00	$5,600,654.00	$310,511.00	$338,830.00

Contract No. 9619

Signing	92.22	G-1	042	$ ~~242,115.00~~ 212 115.00	$ 195,612.00	$ 16,503.00	$ ---
Illumination	92.22	G-1	042	140,193.00	129,285.00	10,908.00	---
Subtotal				$ 352,308.00	$ 324,897.00	$ 27,411.00	$ ---
Total				$6,602,303.00	$5,925,551.00	$337,922.00	$338,830.00

Contract No. 9568

Group 1	042	60%
Group 2	580	36%
Group 3	044	02%
Group 8	580	02%

Prefix: 624-1975 (P.E.)
Prefix: 624-1084 (Const.)

Contract No. 9619

Group 1	042	62%

Prefix: 624-1975A (P.E.)
Prefix: 624-1087 (Const.)

DDB:bkb --

Nonparticpating

Furnish Mailbox Posts	6 Each	100.00	$ 600.00

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5 91, 92, 99		State Oregon
PROJECT REPORT NUMBER		County Marion
MODIFICATION NUMBER 5		Project Number I-IR-IX-5-5(77)260

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,048,543.00	$ 6,587,303.00
Federal funds	$ 5,430,707.00	$ 5,911,718.00
Other revisions		

This modification is made for the following reasons: to include increase in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of May, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 10, 1985

FEDERAL AID PROJECT NO. I-IR-IX-5-5(77)260

CHEMAWA INTERCHANGE SECTION
PACIFIC HIGHWAY
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

INTERSTATE FUNDING

TYPE CODE Y008
ROADWAY (STA. 1755+00 to STA. 1822+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	$ 25.00	400	$10,000.00	1,092	$27,300.00
Straw Bale Sediment Barrier-Type A	3.00	6,000	18,000.00	21,568	64,704.00
Embankment Foundation Excavation	2.90	7,790	22,591.00	13,046	37,833.00
Class "B" A.C. Mixture	12.00	12,400	148,800.00	15,639	187,668.00
Asphalt Cement in Mixture	175.00	760	133,000.00	937	163,975.00
Finish & Paint Br's. (P.A. #10)	40,803.00 (LS)	---	---	60%	24,481.00
Remove & Replace Guardrail (PA 19B)	2.25	---	---	506	1,138.00
Drainage Curbs (PA 21)	1.50	---	---	2,064	3,096.00
Signal Revision (PA 22)	Lump Sum	---	---	All	4,932.00
Salvage Rock Shld. (PA 27)	Lump Sum	---	---	All	3,552.00
Salv. & Reinstall 48" Storm Sewer Pipe (OEW #3)	Lump Sum	---	---	All	21,201.00
Repair Surfacing (OEW #4)	Lump Sum	---	---	All	13,586.00
Repair Embankment (OEW #7)	Lump Sum	---	---	All	25,441.00
Add Drainage Work (OEW #12)	Lump Sum	---	---	All	14,956.00
			$332,391.00		$593,873.00

Increase	$ 261,482.00
Subtotal from estimate of December 8, 1982	1,954,136.20
Subtotal	$2,215,618.20
Engineering	270,119.80
Total	$2,485,738.00

TYPE CODE X281
STRUCTURE, BRIDGE NO. 7855E (STA. "CS" 1802+33)

Subtotal	$ 556,062.00

TYPE CODE X580
STRUCTURE, BRIDGE NO. 16569 (STA. "N" 32+84)

Subtotal	$ 557,903.00
Subtotal Structures	$1,113,965.00
All Required Credit	(27,500.00)
	$1,086,465.00
Engineering	136,485.00
Total	$1,222,950.00

TYPE CODE Y031
SIGNALS (2 LOCATIONS)

Total as on estimate of March 25, 1985	$ 104,650.00

INTERSTATE TRANSFER FUNDING

TYPE CODE I000
ROADWAY (STA. 1787+05.88 to Sta. "CK" 1810+21)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temp. Barricades	$ 100.00	10	$ 1,000.00	15	$ 1,500.00
Temp. Plastic Safety Markers	50.00	26	1,300.00	107	5,350.00
Cold Plane Pavement Removal	1.40	2,330	3,262.00	2,958	4,141.00
Trench Excavation	5.25	2,880	15,120.00	4,500	23,625.00
Watering	16.00	400	6,400.00	527	8,432.00
Cement for Treated Subgrade	75.00	390	29,250.00	405	30,375.00
Treated Base Mixture	8.00	18,500	148,000.00	19,666	157,328.00
Railroad Ballasts	7.30	2,000	14,600.00	2,157	15,746.00
Class "B" A.C. Mixture	12.00	6,600	79,200.00	8,324	99,888.00
Class "C" A.C. Mixture	14.00	400	5,600.00	554	7,766.00
Asphalt Cement in Mixture	175.00	440	77,000.00	542	94,850.00
8" Culvert Pipe	8.00	858	6,864.00	1,734	13,872.00
12" Sewer Pipe	10.00	1,926	19,260.00	2,596	25,960.00
15" Sewer Pipe	12.75	444	5,661.00	1,004	12,801.00
18" Sewer Pipe	15.00	1,635	24,525.00	1,712	25,680.00
21" Sewer Pipe	19.00	120	2,280.00	241	4,579.00
Conc. Manholes	925.00	10	9,250.00	11	10,175.00

Conc. Inlets Type G-1	450.00	7	3,150.00	8	3,600.00
Conc. Inlets Type G-2	480.00	13	6,240.00	21	10,080.00
Conc. Inlets Type G-2MA	500.00	7	3,500.00	10	5,000.00
8" Drain Pipe	7.00	180	1,260.00	331	2,317.00
Type CL-4R Chain Link Fence	5.10	320	1,632.00	448	2,284.00
Type CL-6 Chain Link Fence	5.75	2,830	16,272.50	9,900	56,925.00
Conc. Curbs Type B-1 Mod.	2.40	9,500	22,800.00	13,229	31,749.00
Reconst. Conc. Manholes	300.00	5	1,500.00	7	2,100.00
Berm Paving	28.00	1,040	29,120.00	1,768	49,504.00
			$504,926.50		$656,123.00

Increase	$ 151,196.50
Subtotal from estimate of December 8, 1982	1,193,048.55
Subtotal	$1,344,245.05
Engineering	201,636.95
Total	$1,545,882.00

TYPE CODE X280
STRUCTURE, BRIDGE NO. 7855 B, C & D

Concrete Slope Paving	2,940 Sq. Yd.	27.00	$ 79,380.00
Berm Paving	1,040 Sq. Yd.	28.00	29,120.00
Slope Paving Curbs Paving	1,290 Lin. Ft.	10.00	12,900.00
			$ 121,400.00

TYPE CODE X631
STRUCTURES, BRIDGE NO. 16096 (STA. "CK" 1807+88.6)

Subtotal Alternate "A"	$ 498,578.00
Subtotal Structures	$ 619,978.00
Engineering	92,996.00
Total	$ 712,974.00

TYPE CODE Y003
4-R FUNDING
LANDSCAPING

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Bark Mulch	$ 120.00	208	$24,960.00	345	$41,400.00

PA 13 Roadside Seeding & Mulching	690.00	---	---	13	8,970.00
			$ 24,960.00		$50,370.00

Increase	$ 25,410.00
Subtotal from estimate of December 8, 1982	116,156.40
Subtotal	$ 141,566.40
Engineering	21,234.60
Total	$ 162,801.00

Length of Roadway (Interstate) -------------- 0.000 mi. mi.
Length of Roadway (I-Transfer) -------------- 1.007 mi.
Length of Structures ------------------------ 0.000 mi.
Total Length 1.007 mi.

Cost of Roadway Per Mile (IX) ---------------$1,558,415.09

SUMMARY OF FUNDS

DESCRIPTION	PRO RATA	GROUP	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
Roadway	92.22	1	042	$ 2,485,738.00	$ 2,292,347.00	$ 193,391.00	$ ---
Structures	92.22	1	042	1,222,950.00	1,127,804.00	95,146.00	---
Signals	92.22	1	042	104,650.00	96,509.00	8,141.00	---
Roadway	85	2	580	1,545,882.00	1,313,999.00	---	231,883.00
Structures	85	2	580	712,974.00	606,027.00	---	106,947.00
Landscaping	92.22	3	044	162,801.00	150,135.00	12,666.00	---
Total				$ 6,234,995.00	$ 5,586,821.00	$ 309,344.00	$ 338,830.00
Contract No. 9619							
Signing	92.22	G-1	042	$ 212,115.00	$ 195,612.00	$ 16,503.00	$ ---
Illumination	92.22	G-1	042	140,193.00	129,285.00	10,908.00	---
Subtotal				$ 352,308.00	$ 324,897.00	$ 27,411.00	$ ---
Total				$ 6,587,303.00	$ 5,911,718.00	$ 336,755.00	$ 338,830.00

CONTRACT NO. 9568

Group 1	042	60%
Group 2	580	36%
Group 3	044	02%
Group 8	580	02%
Prefix:	624-1975	(P.E.)
Prefix:	624-1084	(Const.)

CONTRACT NO. 9619

Group 1	042	62%
Prefix:	624-1975A	(P.E.)
Prefix:	624-1087	(Const.)

(Nonparticipating)

Furnish Mailbox Posts	6 Each	100.00	$ 600.00

DDB:bkb

9619

STATE COPY T

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	4.21
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	4

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

4, 85

Form Approved; O M B No. 04-R2089	
State	Oregon
County	Marion
Project Number	I-IR-IX-5-5(77)260

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,036,172.00	$ 6,048,543.00
Federal funds	$ 5,419,298.00	$ 5,430,707.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 2nd day of April, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potts
Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 25, 1985

FEDERAL AID PROJECT NO. I-IR-IX-5-5(77)260

Chemawa Interchange Section
Pacific Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Interstate Funding

TYPE CODE Y008
Roadway (Sta. 1755+00 to Sta. 1822+00)

Totals as on Estimate of May 23, 1983

Roadway	All Required	$ 2,198,404.00
Structures	All Required	1,222,950.00
Signals	All Required	104,650.00

Interstate Transfer Funding

Roadway (Sta. 1787+05.88 to Sta. Ck 1810+21)

Totals as on Estimate of May 23, 1983

Roadway	All Required	$ 1,342,080.00
Structures	All Required	697,475.00

4-R Funding

Total as on Estimate of May 23, 1983

Landscaping	All Required	$ 130,676.00

Interstate Funding

TYPE CODE Y030
Signing (Sta. 1786+30.37)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cantilever Sign Support Footings (PA #2)	$ 10,900.00	---	$ ---	100%	$ 10,900.00
SUBTOTALS			$ 0.00		$ 10,900.00

Increase	$ 10,900.00
Subtotal from Estimate of December 20, 1984	175,985.33
Subtotal	$ 186,885.33
Engineering	25,229.67
Total	$ 212,115.00

Type Code Y030
Illumination (Sta. 1786+30.37)

Total as on Estimate of May 23, 1983 $ 140,193.23

Length of Project ----------------- 0.0 mi.

Work Retained in Program
(Not included in amounts below.)

Hook up 3 Service Drops (PGE)	All Required	$ 1,000.00
Illumination Pole (Future)	All Required	4,000.00

Contract No. 9568

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	1	042	$2,198,404.00	$2,027,368.00	$171,036.00	$ ---
Structures	1	042	1,222,950.00	1,127,804.00	95,146.00	---
Signals	1	042	104,650.00	96,508.00	8,142.00	---
Roadway	2	580	1,342,080.00	1,140,768.00	---	201,312.00
Structures	2	580	697,475.00	592,853.00	---	104,622.00
Landscaping	3	044	130,676.00	120,509.00	10,167.00	---
SUBTOTAL			$5,696,235.00	$5,105,810.00	$284,491.00	$305,934.00
Contract No. 9619						
Signing	G-1	042	$ 212,115.00	$ 195,612.00	$ 16,503.00	$ ---
Illumination	G-1	042	140,193.00	129,285.00	10,908.00	---
SUBTOTAL			$ 352,308.00	$ 324,897.00	$ 27,411.00	$ ---
TOTAL			$6,048,543.00	$5,430,707.00	$311,902.00	$305,934.00

Contract No. 9568

Group 1	042	60%
Group 2	580	36%
Group 3	044	02%
Group 8	580	02%
Prefix:	624-1975 (P.E.)	
Prefix:	624-1084 (Const.)	

Contract No. 9619

Group 1	042	62%
Prefix:	624-1975A	(P.E.)
Prefix:	624-1087	(Const.)

WH:me

TO BE COMPLETED BY FHWA		Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-137	U.S. Department of Transportation **Federal Highway Administration**	State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County MARION
MODIFICATION NUMBER 3		Project Number I-IR-IX-5-5(77)260

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,023,237	$ 6,036,172
Federal funds	$ 5,407,370	$ 5,419,298
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of February, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 13, 1985

FEDERAL AID PROJECT NO. I-IR-IX-5-5(77)260

Chemawa Interchange Section
Pacific Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Interstate Funding

TYPE CODE Y008
Roadway (Sta. 1755+00 to Sta. 1822+00)

Totals as on Estimate of May 23, 1983

Roadway	All Required	$ 2,198,404.00
Structures	All Required	1,222,950.00
Signals	All Required	104,650.00

Interstate Transfer Funding

Roadway (Sta. 1787+05.88 to Sta. Ck 1810+21)

Totals as on Estimate of May 23, 1983

Roadway	All Required	$ 1,342,080.00
Structures	All Required	697,475.00

4-R Funding

Total as on Estimate of May 23, 1983

Landscaping	All Required	$ 130,676.00

Interstate Funding

TYPE CODE Y030
Signing (Sta. 1786+30.37)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Modify Sign Posts (P.A. #9A)	$ 3,190.00	---	$ ---	100%	$ 3,190.00
Sign Support Footings (PA #9B)	2,475.00	---	---	100%	2,475.00
Signal Pole Mounts (PA #9E)	1,350.00	---	---	100%	1,350.00
Type A Signs (PA #9F)	4.95	---	---	608.2	3,010.59

Type G, D, & R Signs (PA #9G)	3.30	---	---	4,154	1,370.82
SUBTOTALS			$ 0.00		$ 11,396.41

	Increase	$ 11,396.41
Subtotal from Estimate of December	20, 1984	164,589.33
	Subtotal	$ 175,985.74
	Engineering	23,758.26
	Total	$ 199,744.00

Type Code Y030
Illumination (Sta. 1786+30.37)

Total as on Estimate of May 23, 1983 $ 140,193.23

Length of Project ----------------- 0.0 mi.

Work Retained in Program
(Not included in amounts below.)

Hook up 3 Service Drops (PGE)	All Required	$ 1,000.00
Illumination Pole (Future)	All Required	4,000.00

Contract No. 9568

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	1	042	$2,198,404.00	$2,027,368.00	$171,036.00	$ ---
Structures	1	042	1,222,950.00	1,127,804.00	95,146.00	---
Signals	1	042	104,650.00	96,508.00	8,142.00	---
Roadway	2	580	1,342,080.00	1,140,768.00	---	201,312.00
Structures	2	580	697,475.00	592,853.00	---	104,622.00
Landscaping	3	044	130,676.00	120,509.00	10,167.00	---
SUBTOTAL			$5,696,235.00	$5,105,810.00	$284,491.00	$305,934.00
Contract No. 9619						
Signing	G-1	042	$ 199,744.00	$ 184,203.00	$ 15,541.00	$ ---
Illumination	G-1	042	140,193.00	129,285.00	10,908.00	---
SUBTOTAL			$ 339,937.00	$ 313,488.00	$ 26,449.00	$ ---
TOTAL			$6,036,172.00	$5,419,298.00	$310,940.00	$305,934.00

Contract No. 9568

Group 1 042 60%
Group 2 580 36%
Group 3 044 02%
Group 8 580 02%
Prefix: 624-1975 (P.E.)
Prefix: 624-1084 (Const.)

Contract No. 9619

Group 1 042 62%
Prefix: 624-1975A (P.E.)
Prefix: 624-1087 (Const.)

WH:me pf

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-256	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Marion
MODIFICATION NUMBER 2		Project Number I-IR-IX-5-5(77)260

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 10, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 5,981,713	$ 6,023,237
Federal funds	$ 5,369,076	$ 5,407,370
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of December, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 20, 1984

FEDERAL AID PROJECT NO. I-IR-IX-5-5(77)260

Chemawa Interchange Section
Pacific Highway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Interstate Funding

TYPE CODE Y008
Roadway (Sta. 1755+00 to Sta. 1822+00)

Totals as on Estimate of May 23, 1983

Roadway	All Required	$ 2,198,404.00
Structures	All Required	1,222,950.00
Signals	All Required	104,650.00

Interstate Transfer Funding

Roadway (Sta. 1787+05.88 to Sta. Ck 1810+21)

Totals as on Estimate of May 23, 1983

Roadway	All Required	$ 1,342,080.00
Structures	All Required	697,475.00

4-R Funding

Total as on Estimate of May 23, 1983

Landscaping	All Required	$ 130,676.00

Interstate Funding

TYPE CODE Y030
Signing (Sta. 1786+30.37)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Modify Existing Sign Bridge (PA #3A)	$ 22,644.65	---	$ ---	100%	$ 22,644.65
Sign Installation (PA #10A)	13,940.00	---	---	100%	13,940.00
SUBTOTALS			$ 0.00		$36,584.65

Increase	$ 36,584.65
Subtotal from Estimate of May 23, 1983	128,004.68
Subtotal	$ 164,589.33
Engineering	22,219.67
Total	$ 186,809.00

Type Code Y030
Illumination (Sta. 1786+30.37)

Total as on Estimate of May 23, 1983	$ 140,193.23

Length of Project ----------------- 0.0 mi.

Work Retained in Program
(Not included in amounts below.)

Hook up 3 Service Drops (PGE)	All Required	$ 1,000.00
Illumination Pole (Future)	All Required	4,000.00

Contract No. 9568

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	Other Funds
Roadway	1	042	$2,198,404.00	$2,027,368.00	$171,036.00	$ ---
Structures	1	042	1,222,950.00	1,127,804.00	95,146.00	---
Signals	1	042	104,650.00	96,508.00	8,142.00	---
Roadway	2	580	1,342,080.00	1,140,768.00	---	201,312.00
Structures	2	580	697,475.00	592,853.00	---	104,622.00
Landscaping	3	044	130,676.00	120,509.00	10,167.00	---
SUBTOTAL			$5,696,235.00	$5,105,810.00	$284,491.00	$305,934.00

Contract No. 9619

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	Other Funds
Signing	G-1	042	$ 186,809.00	$ 172,275.00	$ 14,534.00	$ ---
Illumination	G-1	042	140,193.00	129,285.00	10,908.00	---
SUBTOTAL			$ 327,002.00	$ 301,560.00	$ 25,442.00	$ ---
TOTAL			$6,023,237.00	$5,407,370.00	$309,933.00	$305,934.00

Contract No. 9568

Group 1	042	60%
Group 2	580	36%
Group 3	044	02%
Gropu 8	580	02%

Prefix: 624-1975 (P.E.)
Prefix: 624-1084 (Const.)

Contract No. 9619

Group 1	042	62%
Prefix:	624-1975A	(P.E.)
Prefix:	624-1087	(Const.)

WH:me

9619

October 22, 1985

Clarke Electric, Inc.
P. O. Box 10326
Eugene, OR 97440

CON 5

Re: Time Extension Request
Chemawa Interchange - Pine St. NE
Contract No. 9619
FAP No. I-IR-IX-5-5(77)260 & IX-1525(3)

Your request for additional contract time in which to complete the above project has been very carefully reviewed. There were three phases of contract time specified under this contract and you have requested a contract time adjustment for each phase.

Phase "a": Furnish and Deliver Signing Materials

You have requested an additional 47 calendar days of contract time due to late delivery of materials and/or late performance by suppliers and subcontractors.

The timely delivery of materials is a contractor responsibility and is not a bona fide reason for adjustment of contract time. This portion of your request is therefore denied. There remains 47 calendar days of liquidated damages under phase "a" of this contract.

Phase "b": All Installed Signing Work and a Portion of the Illumination

You have requested an additional 13 calendar days of contract time due to various plan changes. There were changes made in the conduit locations shown on the plans and a contract time adjustment of an additional 13 calendar days is granted for this reason.

The adjusted contract time of completion for phase "b" of the project is December 13, 1983. This will eliminate the liquidated damages under phase "b" of the contract.

Phase "c": Completion of all Contract Work

You have requested an additional 47 calendar days of contract time due to damage to conduits by another contractor, defective lamps and ballasts, having to furnish conduit bushings and late change order work.

None of these are bona fide reasons for adjustment of contract time except for the late change order work. Signs ordered under Price Agreement No. 10 were completed on January 4, 1985. Sign illumination ordered under Price Agreement No. 13 was completed on January 8, 1985. Accordingly, a contract time adjustment is granted to extend the contract time of completion for phase "c" of the contract by an additional 39 calendar days due to late change order work. The adjusted contract time of completion for phase "c" is January 8, 1985.

There remains 47 days of liquidated damages under phase "a" of the contract, and 8 calendar days of liquidated damages under phase "c" of the contract.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Ken Stoneman.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
William Anhorn w/att.
Ken Stoneman w/att.
FHWA w/att.
Bruce Walton

TE/210

STATE OF OREGON

INTEROFFICE MEMO

TO: O.B. Jackmond
CONTRACT ADMINISTRATION ENGINEER

DATE: September 27, 1985

SUBJECT: Time Extension Request
Contract 9619
Chemawa Interchange - Pine Street N.E.

Attached is a request for time extension on the subject project from Clarke Electric. Project Manager Ken Stoneman's analysis of the request is also attached.

The contract, which was awarded May 2, 1983, consisted of 3 phases, each with a separate completion date:

Phase 1

"All signing materials to be furnished and delivered by the contractor shall be delivered not later than September 30, 1983."

The contractor was 47 days late. Stoneman points out the letters for the signs were not ordered for 49 days after contract award. Further, these signs were not "speciality" items, or items that are generally difficult to get. It appears the contractor did not vigorously pursue delivery of the signs. Finally, supply is the province of the contractor, who was in no way delayed by the State in Phase 1.

I recommend no extension of time for Phase 1; liquidated damages should be assessed as the State incurred contract administration costs during this period.

Phase 2

"All signing work to be furnished and installed...and all illumination work from Sta "L" 230+ to Pine St. shall be completed not later than November 30, 1983."

The contractor was 13 days late. Although the contractor did not begin work until five months after contract award, it appears some time should be granted because after the August 10, 1983 pre-construction conference, the State took 41 days to produce a set of revised drawings for the conduit relocations.

I recommend an adjustment of contract time of 13 days, for a Phase 2 completion date of November 18, 1983.

Phase 3

"All work to be done under the contract shall be completed not later than November 30, 1984."

The contractor was 47 days late. Although there were 12 price agreements, these did not materially increase or change the scope of the work; according to Ken Karnosh, the second project manager, the PA's also did not impact the completion of the original contract work (January 15, 1985) for Phase 3. Clearly, the cause for the late completion was contractor inactivity.

The issue of the contractors refusal to install the missing bushings at conduit ends is not an argument in his favor. A contractor installing wire in a conduit is required by code as well as specifications to install bushings. In addition, the contractor repeatedly refused to follow the order of the Engineer to replace the bushings.

The delay caused by the conduit damaged by another contractor working in the area is a matter for the two contractors to settle. Such delays are not within the province of the State and therefore not a reason for an adjustment of contract time.

I recommend no extension of time for Phase 3.

One additional comment: For Phases 2 and 3, the time allowed for completion of the work far exceeded what was actually necessary.

10-21-85

W. E. Schwartz -

I concur with Region on Phases 1 & 2.

Phase 3 should be extended by 39 Calendar days due to late change order work which caused a concurrent delay in project completion.

O. B.

Ken Husby

Kenneth E. Husby
REGION CONSTRUCTION ENGINEER

KEH/kjp

cc: Ken Stoneman

0927K3

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COE OM SA CC
OE SEP 30 1985 FE CP
CA PQC
CAM CONSTRUCTION QCS
EEO SECTION FILE

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-IX-5-5(77)260 & IX-1525(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00080

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12-20-84

8. FEDERAL ROUTE NUMBER Interstate 5 & FAU 1525

9. STATE ROUTE NUMBER Primary 1 and City Street

10. GENERAL LOCATION:
Chemawa Interchange - Pine Street N. E. (Contract 9619)

11. GENERAL DESCRIPTION OF WORK
Signing for Industrial Park Area and Chemeketa Community College at Chemawa Interchange

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12-20-84 as requested in Mr. Fredrickson's letter of 3-27-85 as being cost effective for the use of State Forces to proceed with that work only as approved by FHWA letter of 4-8-85. Copy attached. State Force Order No. 3 as revised is approved for a TEC $8,800 - Federal funds $8,115.

RECEIVED
STATE HWY ENGR
APR 11 '85
REFER TO
FOR

Orig to Potter
4-11-85

14. DATE 4/10/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. H[illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

April 8, 1985

IN REPLY REFER TO
HFO.2-OR

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon Project I-IR-IX-5-5(77)26 & IX-1525(3)
Chemawa Interchange - Order for Force Work No. 3

We have reviewed the proposed Order No. 3 for the subject project.

Sign installation with project funds is limited to the Industrial Park Area and Chemeketa Community College signing at the new Chemawa Interchange. The ocean beaches signing proposed at the Hayesville Interchange, the Battle Creek Interchange, on Highway 99E, and Liberty Street in Salem is outside the project limits and is not eligible for Federal funds.

Estimate for signing costs at the Chemawa Interchange is $8,800 with Federal participation amounting to approximately $8,115.

An advance authorization date of December 20, 1984 is confirmed.

Sincerely yours,

Dale E. Wilken
Division Administrator

cc:
OSHD (H. H. Patterson, Construction)

RECEIVED
STATE HWY ENGR
APR 10 '85
REFER TO
Fredrickson
FOR

WES
TAA
cy orig
ESH A/1"
RNB

CL 1985-0078

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 8, 1985

IN REPLY REFER TO
FILE NO.:
CON 5
#9619

General Electric Supply Company
5400 Hollis Street
Emeryville, CA 94608

Attention: Clark A. Lehigh

FILED
APR 11 1985
BARBARA ROBERTS
SECRETARY OF STATE

Gentlemen or Ladies:

This will acknowledge your Notice of Unpaid Claim dated March 11, 1985, and your letter of March 27, indicating that this claim is against the following Highway Division contract:

FILED BY:	General Electric Supply Company
AMOUNT:	$8,911.00
FOR:	Electrical Supplies
AGAINST (Prime contractor)	Clarke Electric, Inc.
CONTRACT No.:	9619
PROJECT:	Chemawa Interchange-Pine St., NE Section, Pacific Highway and Salem Parkway, Marion County
SURETY:	United Pacific Insurance Company
AGENT:	Smith and Crakes, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

COPY

cc: Western Mixing Co.
PO Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
PO Box 1788
Eugene, OR 97440

United Pacific Insurance Co.
Bond Dept.
33405 - 8th Ave. S. C-3000
Federal Way, WA 98003

bcc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
5-2-85 kjm

RECEIVED
APR 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

General Electric Supply COMPANY
A DIVISION OF GENERAL ELECTRIC COMPANY

5400 HOLLIS STREET
EMERYVILLE, CALIFORNIA 94608

March 27, 1985

Department of Transportation
121 Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen:
Commission Services

Dear Mr. Gormsen:

Recently, there was an inquiry as to our lack of providing the appropriate contract information needed to file a claim against the bond of Clarke Electric Company. The contract we are concerned with is 9619 in Salem.

We at GESCO apologize for any inconvience and thank you for your time. Please feel free to contact us if needed.

Sincerely,

Clark A. Lehigh

Clark A. Lehigh
Credit Specialist
(415)420-2482

RECEIVED
APR - 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JS-75-A

NOTICE OF UNPAID CLAIM

(Oregon Public Works)

REGISTERED MAIL

RETURN RECEIPT REQUESTED

TO: Oregon State Highway Department
(Name of public body)
Construction Sec.-Trans. Bldg.
(Address)
Salem, Oregon 97310

#9619

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of Eight Thousand Nine Hundred Eleven Dollars ($8,911.00) against the bond posted by Clarke Electric Inc. (Name and address of contractor or subcontractor) as principal, and United Pacific Insurance (Name of bonding company) as surety, for Electrical Supplies (Brief description of labor, services and/or materials on which claim based)

and against any amount yet unpaid to the above contractor or subcontractor by reason of his contract with said public body for the above-described labor, services and/or materials.

Dated this 11 day of MARCH, 1985.

Name of Claimant firm General Electric Supply Co.

Address P. O. Box 8185 Emeryville, CA.

Signature of owner or officer

Title Credit Manager

RECEIVED
MAR 20 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Form No. OR-5 (8-69)

CL 1985-0070

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 11 1985
BARBARA ROBERTS
SECRETARY OF STATE

April 8, 1985

IN REPLY REFER TO FILE NO.:
CON 5
#9619

Billett, Comfort & Rosenow
Lawyers
Tacoma Mall Office Building, Suite 301
Tacoma, WA 98409

Attention: Barry N. Mesher

Gentlemen or Ladies:

This will acknowledge your letter dated March 27, 1985, addressed to Vern Skoog, Auditor, with attached Notice of Claim from General Electric Supply Company concerning the following Highway Division contract:

FILED BY:	General Electric Supply Company
AMOUNT:	$8,883.25
FOR:	Materials
AGAINST (Prime contractor)	Clarke Electric, Inc.
CONTRACT NO.:	9619
PROJECT:	Chemawa Interchange-Pine Street, N.E. Section, Pacific Highway and Salem Parkway, Marion County
SURETY:	United Pacific Insurance
AGENT:	Smith and Crakes, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid. Our address is 121 Transportation Building, Salem, OR 97310.

It is my understanding that Mr. Skoog's office returned a copy of the claim with their received stamp.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

cc: Clarke Electric, Inc.
PO Box 10326
Eugene, OR 97440

United Pacific Insurance Co.
PO Box 1788
Eugene, OR 97440

United Pacific Insurance Co.
Bond Dept.
33405 - 8th Ave. S. C-3000
Federal Way, WA 98003

bcc: Secretary of State - Please acknowledge receipt on the enclosed copy of this letter of the attached claim. Claim was sent to you direct from attorney.

NOTED ON CARD
5-2-85 lgm

RECEIVED
APR 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

BILLETT, COMFORT & ROSENOW
LAWYERS

ALLAN R. BILLETT
ROBERT A. COMFORT
JACK G. ROSENOW
JEFFREY F. HALE
A. CLARKE JOHNSON
BARRY N. MESHER
TERRY E. LUMSDEN
JOHN C. GRAFFE
ROBERT D. REINHARD *
BRIAN T. COMFORT

JUDITH H. STONE *
TODD M. WORSWICK
MARK C. DEAN
CHRISTOPHER W. KEAY
PATRICIA I. MSCOTTER
MARILYN W. SCHULTHEIS
STEVEN W. DAVIES
GARY C. GROTZ
STEVEN E. HARRISON
ANNE FRANKEL

BEVERLY J. ROSENOW
OF COUNSEL

*MEMBERS OF WASHINGTON AND OREGON STATE BARS

SUITE 301
TACOMA MALL OFFICE BUILDING
TACOMA, WASHINGTON 98409
TELEPHONE (206) 473-0725
FROM SEATTLE 838-1767

SUITE 1717
FIRST INTERSTATE CENTER
999 THIRD AVENUE
SEATTLE, WASHINGTON 98104
TELEPHONE (206) 223-4770

REPLY TO: Tacoma Office

March 27, 1985

Mr. Vern Skoog
Auditor of the Department
of Highways
Room 434 - Transportation Bldg.
Salem, Oregon 97310

Re: Highway Construction at Chemawa Interchange, Salem, Oregon (Prime Contractor: Clarke Electric Co.)

Dear Mr. Skoog:

Enclosed herewith please find two copies of correspondence directed to the Secretary of State for the State of Oregon dated March 27, 1985 in reference to the above-entitled matter. I would appreciate your stamping one copy of said letter copy received and enclosing it in the self-addressed stamped envelope which I have enclosed for your convenience and returning the same to my office. The remaining copy is for your records.

Thank you for your anticipated cooperation in this matter.

Very truly yours,

BILLETT, COMFORT & ROSENOW

BARRY N. MESHER

RECEIVED
APR - 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
MAR 29 1985
HIGHWAY ACCOUNTING

BNM:vjf

Enclosures

CERTIFIED MAIL
RETURN RECEIPT NO. P 194 758 522

BILLETT, COMFORT & ROSENOW
LAWYERS

ALLAN R. BILLETT
ROBERT A. COMFORT
JACK G. ROSENOW
JEFFREY F. HALE
A. CLARKE JOHNSON
BARRY N. MESHER
TERRY E. LUMSDEN
JOHN C. GRAFFE
ROBERT D. REINHARD *
BRIAN T. COMFORT

JUDITH H. STONE *
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ANNE FRANKEL

BEVERLY J. ROSENOW
OF COUNSEL

* MEMBERS OF WASHINGTON AND OREGON STATE BARS

SUITE 301
TACOMA MALL OFFICE BUILDING
TACOMA, WASHINGTON 98409
TELEPHONE (206) 473-0725
FROM SEATTLE 838-1767

SUITE 1717
FIRST INTERSTATE CENTER
999 THIRD AVENUE
SEATTLE, WASHINGTON 98104
TELEPHONE (206) 223-4770

REPLY TO: Tacoma Office

March 27, 1985

Ms. Barbara Roberts
Secretary of State for the State
of Oregon
State Capital Building
Salem, Oregon 97310

MAILED-CERTIFIED RETURN RECEIPT REQUESTED

Re: Highway Construction at Chemawa Interchange, Salem, Oregon (Prime Contractor: Clarke Electric Co.)

Dear Ms. Roberts:

NOTICE IS HEREBY GIVEN that the undersigned General Electric Supply Company has a claim for materials furnished to the Chemawa Interchange, Salem, Oregon at the request of Clarke Electric Company, your prime contractor, in the sum of $8,883.25 against the bond taken from United Pacific Insurance, Bond #489425, for the work of supplying electrical materials, poles, lights, etc. for the job at the Chemawa Interchange.

This notice is given pursuant to ORS 79.526 et. seq.

Very truly yours,

BILLETT, COMFORT & ROSENOW

BARRY N. MESHER (Attny. for
General Electric Supply Co.)

Very truly yours,

BILLETT, COMFORT & ROSENOW

Robert D. Reinhard

ROBERT D. REINHARD (Attny.
for General Electric Co.)
OREGON BAR #732461

BNM:vjf

cc: United Pacific Insurance Co.
Bob Slutzky (G.E. Supply Co.)
Auditor of the Dept. of Highways
Clarke Electric Company

RECEIVED
APR - 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-2		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 4		Project Number IX-1525(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 14 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 7,140,858.00	$ 7,150,858.00	
Federal funds	4,861,847.47	4,870,348.47	(580)
	$ 1,207,878.53	$ 1,207,878.53	(772)
Other revisions			

This modification is made for the following reasons: to include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of March , 19 85 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Contract No. 9491

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	G-1	772	$1,421,035.00	$1,207,878.53	$ 213,156.47
Roadway	G-2	580	4,864,619.00	4,134,927.47	729,691.53
Structure	G-2	580	304,416.00	258,753.00 4,691	45,663.00
Signal	G-2	580	350,718.00	298,110.00	52,608.00
Subtotal			$6,940,788.00	$5,899,669.00	$1,041,119.00
Contract No. 9619					
Signing	G-2	580	$ 18,016.00	$ 15,313.00	$ 2,703.00
Illumination	G-2	580	192,054.00	163,245.00	28,809.00
Subtotal			$ 210,070.00	$ 178,558.00	$ 31,512.00
Total			$7,150,858.00	$6,078,227.00	$1,072,631.00

Contract No. 9491

Group 1 Appn Code 772 = 20%
Group 2 Appn Code 580 = 80%
Group 9 Appn Code 580 = 0.0%
Prefix: 324-1941 (P.E.)
Prefix: 324-1079 (Const.)

Contract No. 9619

Group 2 Appn Code 580 = 38%
Prefix: 624-1975A (P.E.)
Prefix: 624-1087 (Const.)

WH:bkb

Oregon State Highway Division
Salem, Oregon March 21, 1985

Federal-Aid Project No. IX-1525(3)

Ridge Drive N.E.-Pine St. N.E. (Salem)
Salem Parkway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 139+10 to Sta. 207+46)
(Sta. 208+16 to Sta. 308+35)

Roadway subtotal from project agreement estimate of July 31, 1984		$5,560,581.75
	Engineering	725,072.25
	Total	$6,285,654.00
Structures total same as on estimate of June 15, 1982		$ 304,416.00
Traffic Signal total same as on estimate of June 15, 1982		$ 350,718.00
Illumination total same as on revised project agreement estimate of May 23, 1983		$ 192,054.19
Signing total same as on revised project agreement estimate of July 31, 1984		$ 18,016.00
Length of Project		0.00 mi.

Work Retained in Program
(Not included in amounts below.)

Install 2 lights (PGE)	All Required	$ 2,000.00
Install 1 light (Salem Electric)	All Required	1,000.00

9619

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5.41	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Marion
MODIFICATION NUMBER 2		Project Number IX-1525(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 14, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 7,108,486	$ 7,130,858
Federal funds	$ 4,834,331.47(580) 1,207,878.53(772)	$ 4,853,346.47(580) 1,207,878.53(772)
Other revisions		

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3rd day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 31, 1984

FEDERAL AID PROJECT NO. IX-1525(3)

RIDGE DRIVE N.E.-PINE ST. N.E. (SALEM)
SALEM PARKWAY
MARION COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. 139+10 to STA. 207+46)
(STA. 208+16 to STA. 308+35)

Roadway Subtotal from Project Agreement Estimate of June 15, 1982		$ 5,560,581.7
	Engineering	705,072.2
	Total	$ 6,265,654.0
Structures Total same as on Estimate of June 15, 1982		$ 304,416.0
Traffic Signal Total same as on Estimate of June 15, 1982		350,718.0

TYPE CODE SFTY
SIGNING (STA. 139+10 to STA. 308+35)

Subtotal from Revised Project Agreement Estimate of May 23, 1983	$ 4,973.32

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cantilever Sign Support	$ 10,900.00	---	---	All Required	$ 10,900.00

Increase	$ 10,900.00
Subtotal	$ 15,873.32
Engineering	2,142.68
Total	$ 18,016.00

Illumination Total same as Revised Project Agreement Estimate of May 23, 1983	$ 192,054.19
Length of Project	0.00 mi.

Work Retained in Program
(Not included in amounts below.)

Install 2 Lights (PGE)	All Required	$ 2,000.00
Install 1 Light (Salem Electric)	All Required	1,000.00

Contract No. 9491

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	G-1	772	$ 1,421,035.00	$ 1,207,878.53	$ 213,156.47
Roadway	G-2	580	4,844,619.00	4,117,925.47	726,693.53
Structure	G-2	580	304,416.00	258,753.00	45,663.00
Signal	G-2	580	350,718.00	298,110.00	52,608.00
Subtotal			$ 6,920,788.00	$ 5,882,667.00	$ 1,038,121.00
Contract No. 9619					
Signing	G-2	580	$ 18,016.00	$ 15,313.00	70 $ 2,~~07~~3.00
Illumination	G-2	580	192,054.00	163,245.00	28,809.00
Subtotal			$ 210,070.00	$ 178,558.00	$ 31,512.00
Total			$ 7,130,858.00	$ 6,061,225.00	$ 1,069,633.00

Contract No. 9491

Group 1 Appn Code 772 = 20%
Group 2 Appn Code 580 = 80%
Group 9 Appn Code 580 = 0.0%
Prefix: 324-1941 (P.E.)
Prefix: 324-1079 (Const.)
WH:bkb

Contract No. 9619

Group 2 Appn Code 580 = 38%
Prefix: 624-1975A (P.E.)
Prefix: 624-1087 (Const.)

Tom

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
6-1 & 2

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-31-83

State
Oregon

County
Marion

Project Number
IX-1525(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 14 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 6,910,788.00	$ 7,108,486.00
Federal funds	$ 5,874,168.00	$ 6,042,210.00
Other revisions		

This modification is made for the following reasons: to add a signing and illumination contract.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of May , 1983 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 23, 1983

Federal-Aid Project No. IX-1525(3)

Ridge Drive N.E. -Pine St. N.E. (Salem)
Salem Parkway
Marion County

REVISED PROJECT AGREEMENT ESTIMATE
(To add a signing and illumination contract.)

Type Code I000
Roadway (Sta. 139+10 to Sta. 207+46)(Sta. 208+16 to Sta. 308+35)

Roadway	All Required	$ 6,255,654.00
Structures	All Required	304,416.00
Traffic Signals	All Required	350,718.00

Type Code SFTY
Signing (Sta. 139+10 to Sta. 308+35)

Mobilization	45%	All Required		$ 450.00
Temporary Protection and Direction of Traffic	10%	All Required		200.00
Temporary Signs	61	Sq. Ft.	5.00	305.00
Temporary Barricades	2	Each	100.00	200.00
Wood Sign Posts (Furnish Only)	18%	All Required		193.32
Structure Mounts	14%	All Required		2,543.10
Type "A" Signs in Place	32	Sq. Ft.	16.90	540.80
Type "A" Signs (Furnish Only)	12	Sq. Ft.	13.65	163.80
Type "C", "D" and "R" Signs (Furnish Only)	77	Sq. Ft.	4.90	377.30
			Subtotal	$ 4,973.32
			Engineering	671.40
			Total	$ 5,644.72

Type Code Y030
Illumination (Sta. 139+10 to Sta. 308+35)

Pole Foundations	57%	All Required		$ 27,998.40
Roadway Lighting Poles and Arms	55%	All Required		57,474.80
Luminaires, Lamps and Ballasts	58%	All Required		17,419.14
Switching, Conduit, Wiring, Etc.	61%	All Required		64,318.40
			Subtotal	$ 169,210.74
			Engineering	22,843.45
			Total	$ 192,054.19

Length of Project ------- 0.00 mi.

Work Retained in Program
(Not included in amounts below.)

Install 2 Lights (PGE)	All Required	$	2,000.00
Install 1 Light (Salem Electric)	All Required		1,000.00

Contract No. 9491

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	Other Funds
Roadway	G-1	772	$ 1,421,035.00	$ 1,207,878.53	$ 213,156.47
Roadway	G-2	580	4,834,619.00	4,109,426.47	725,192.53
Structure	G-2	580	304,416.00	258,753.00	45,663.00
Signal	G-2	580	350,718.00	298,110.00	52,608.00
Subtotal			$ 6,910,788.00	$ 5,874,168.00	$ 1,036,620.00
Contract No. 9619					
Signing	G-2	580	$ 5,644.00	$ 4,797.00	$ 847.00
Illumination	G-2	580	192,054.00	163,245.00	28,809.00
Subtotal			$ 197,698.00	$ 168,042.00	$ 29,656.00
Total			$ 7,108,486.00	$ 6,042,210.00	$ 1,066,276.00

Contract No. 9491

Group 1 Appn Code 772 = 20%
Group 2 Appn Code 580 = 80%
Group 9 Appn Code 580 = 0.0%
Prefix: 324-1941 (P.E.)
Prefix: 324-1079 (Const.)

Contract No. 9619

Group 2 Appn Code 580 = 38 %
Prefix: 624-1975A (P.E.)
Prefix: 624-1087 (Const.)

March 21, 1985

CON ~~5~~
9619

General Electric Supply Company
P.O. Box 8185
Emeryville, CA 94608

Attention: Credit Manager

Gentlemen or Ladies:

We have in hand your request to file a claim against the bond of Clarke Electric Company.

Because there is no description of the contract, we cannot file unless we have that information. It appears that Clarke has two active contracts with us at this time. They are Contract 9619 in Salem and Contract 9665 in Eugene.

We will gladly file when we have the information.

Please reply to 121 Transportation Building, Salem, OR 97310.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Attachment

RWG:js

Rec'd reply
4/1/85

96.9

1

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
HIGHWAY ENGINEER

DATE: 1-3-85 ~~December 31, 1984~~

FROM: Dwayne Hofstetter
Dwayne Hofstetter
REGION 2 OPERATIONS ENGINEER

SUBJECT: CHEMAWA ROAD INTERCHANGE

The illumination at Chemawa Road Interchange was turned on continuously for seven days from Friday, December 21 to Friday, December 28. This was a test period for the new lights and electrical circuits. All new illumination installations installed on our highway system are required to be tested in this manner before acceptance.

DH:jn

cc: Walt Hart
C. O. Fredrickson
Ken Karnosh

1-3-85

This info in response to a telephone call received in ODOT office. No name or address given for reply.

NOTED
E S HUNTER

cc Coulter
Miller

RECEIVED
STAT HWY ENGR
JAN 2 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials

9619

DATE: December 21, 1984 at 12:30 p.m.

TO: Fred D. Miller

FROM: Karen

SUBJECT: Unidentified Phone Caller
Chemawa Road Interchange

A man called the Director's Office at 12:30 p.m. this noon hour and I answered the phone. He said that he drove by the Chemawa Road Interchange daily and that the street lights were always on. He said that that was a tremendous waste of energy and that we should have something done about it.

I told him I would pass this information on and would he like to leave his name and phone number and he just said that this was a Department of Transportation responsibility and we should take care of it! Then he hung up.

NOTED
E. S. HUNTER

Scott ?

cc Region II
Please advise
ESHunter
12-27-84

RECEIVED
STATE HWY ENGR
DEC 24 '84
REFER TO
Hunter
FOR

9[illegible]

Highway - Traffic

TRA 24

W. G. Anhorn
Region 2 Engineer

December 10, 1984

L. E. George
Traffic Engineer

Sign Revisions
Chemawa Interchange-Pine Street, NE Section
Contract 9619

An error ws made in my letter of December 3, 1984 regarding signing to industrial park areas, Chemeketa Community College, and ocean beaches signing.

The December 3 letter used Contract No. 9616. That number was in error and should be Contract No. 9619.

L. E. George
Traffic Engineer

NOTED
E. S. HUNTER

ELS:dc

cc: E. S. Hunter

RECEIVED
STATE HWY ENGR
DEC 11 '84
REFER TO
FO[illegible]
Info Inves R/D D/[illegible]

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 24-1

TO: W. G. Anhorn
Region 2 Engineer

DATE: December 3, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Revisions
Chemawa Interchange-Pine Street N.E. Section
Contract No. ~~9616~~ [redacted]
9619

NOTED
E. S. HUNTER

The Highway Division has agreed to install southbound Industrial Park Area and Chemeketa Community College signing at the new Chemawa Interchange (Exit 260B) on Interstate 5. We also agreed to install southbound Ocean Beaches signing at the Hayesville Interchange (Exit 258) and northbound Ocean Beaches signing at the Battle Creek Interchange (Exit 249).

The required work is shown on the attachnments. Sheets 1 through 6 show the work required to install signing for the Chemeketa Community College and Industrial Park Area signing. The Chemeketa Community College signing at Chemawa Road and ORE99E will be installed under the signing for the S.P.R.R. Overcrossing-Pacific Highway East Section project. Sheets 7 through 12 show the work required to install signing for Ocean Beaches. This work should be done by Region 2 State Sign Crews by a State Force Order written against contract ~~9616~~. [redacted]
9619

Please take the necessary action to have all signs shown on the attachments installed. The estimated cost is $12,700.

If additional information is required, please notify this office. Also advise this office when the signs are installed.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

ELS:ds
Attachments

cc: E. S. Hunter

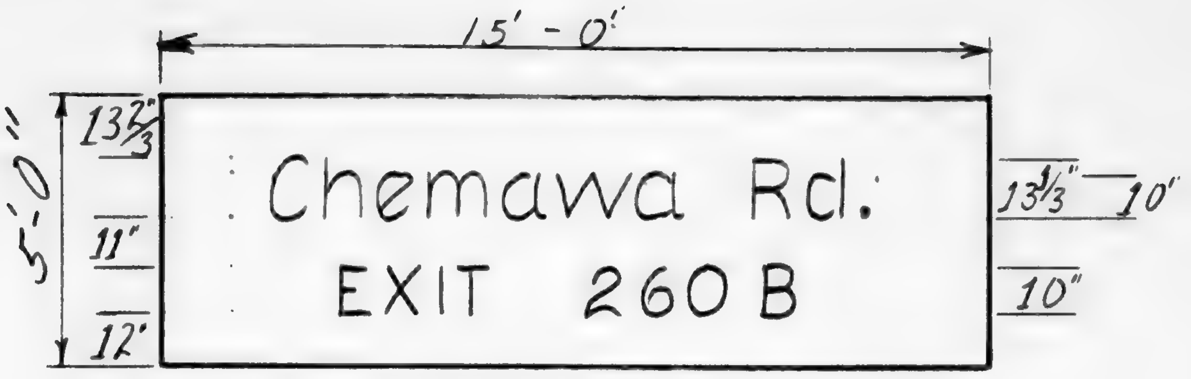
RECEIVED
STATE HWY ENGR
DEC 5 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

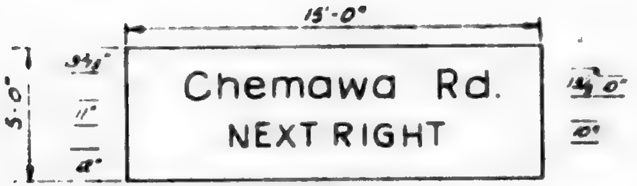
81-125-1387

Contains Recycled Materials

Sh. 1 Att.


15' - 0"
5'-0"
13⅔"
11"
12"
Chemawa Rd.
EXIT 260 B
13⅓"
10"
10"

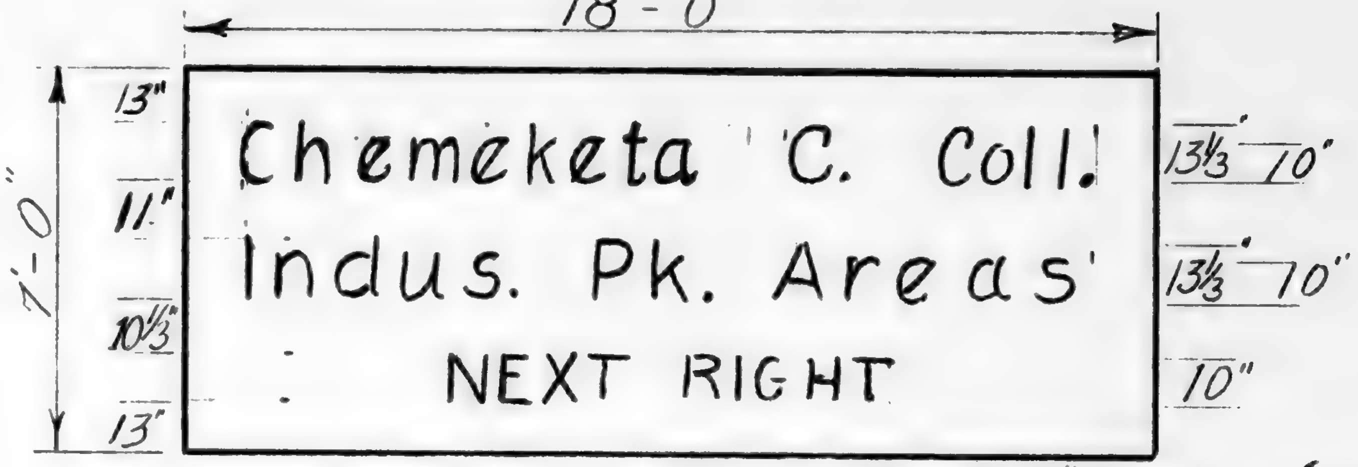
Sign 1


15'-0"
5'-0"
9½"
11"
Chemawa Rd.
NEXT RIGHT
10"

Sign 7
Type "A"

Existing Sign
Revise as Shown Above

Sta. 174+

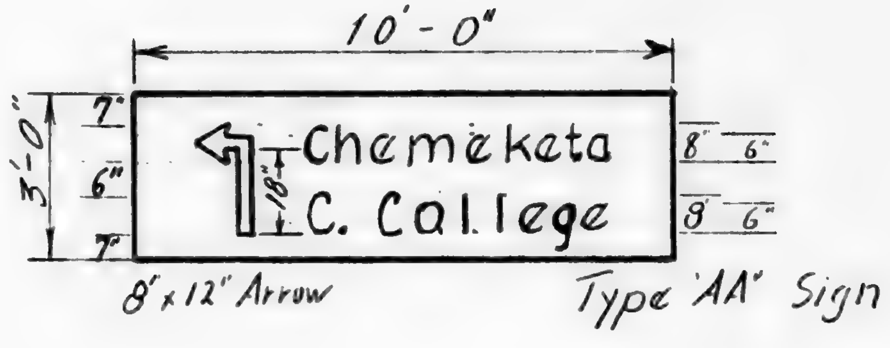

18'-0"
7'-0"
13"
11"
10⅓"
13"
Chemeketa C. Coll.
Indus. Pk. Areas
NEXT RIGHT
13⅓" 10"
13⅓" 10"
10"

Type "AA" Sign (inst @ 1745±)
SB

Sign 2

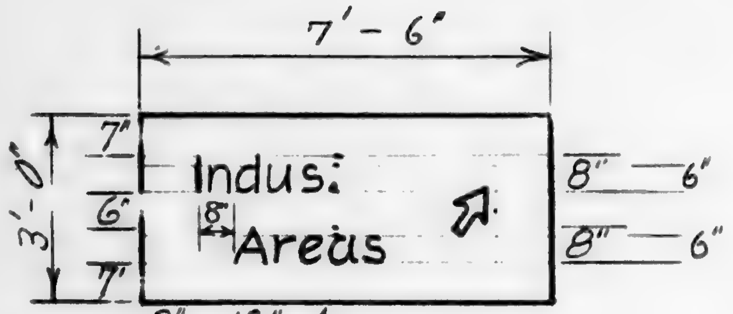
Sh. 2

Sh. 3


10'-0"
3'-0"
7"
6"
7"
18"
Chemeketa
C. College
8" 6"
8" 6"
8" x 12" Arrow
Type 'AA' Sign

Sign 3

Sh. 4

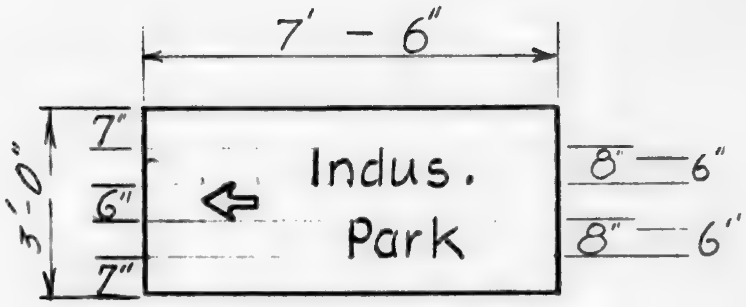


7' - 6"
3'-0"
7"
6"
7"
8
Indus.
Areas
8" 6"
8" 6"

8" x 12" Arrow

Type "AA" Sign

5

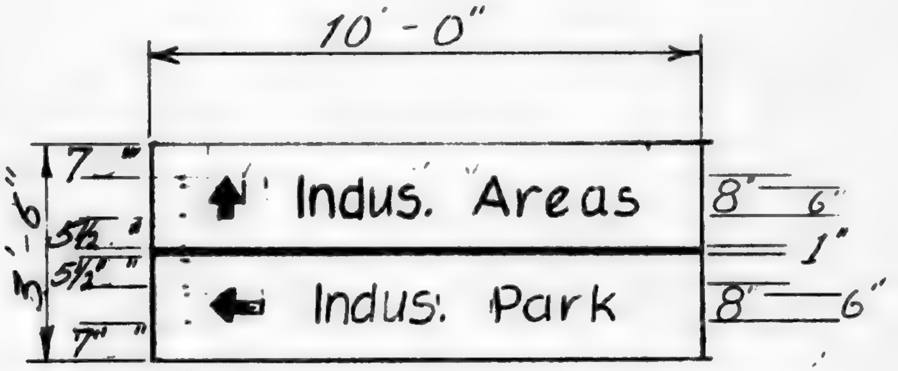


7' - 6"
3'-0"
7"
6"
7"
Indus.
Park
8" 6"
8" 6"

8" x 12' Arrow

Type "A A" Sign

6

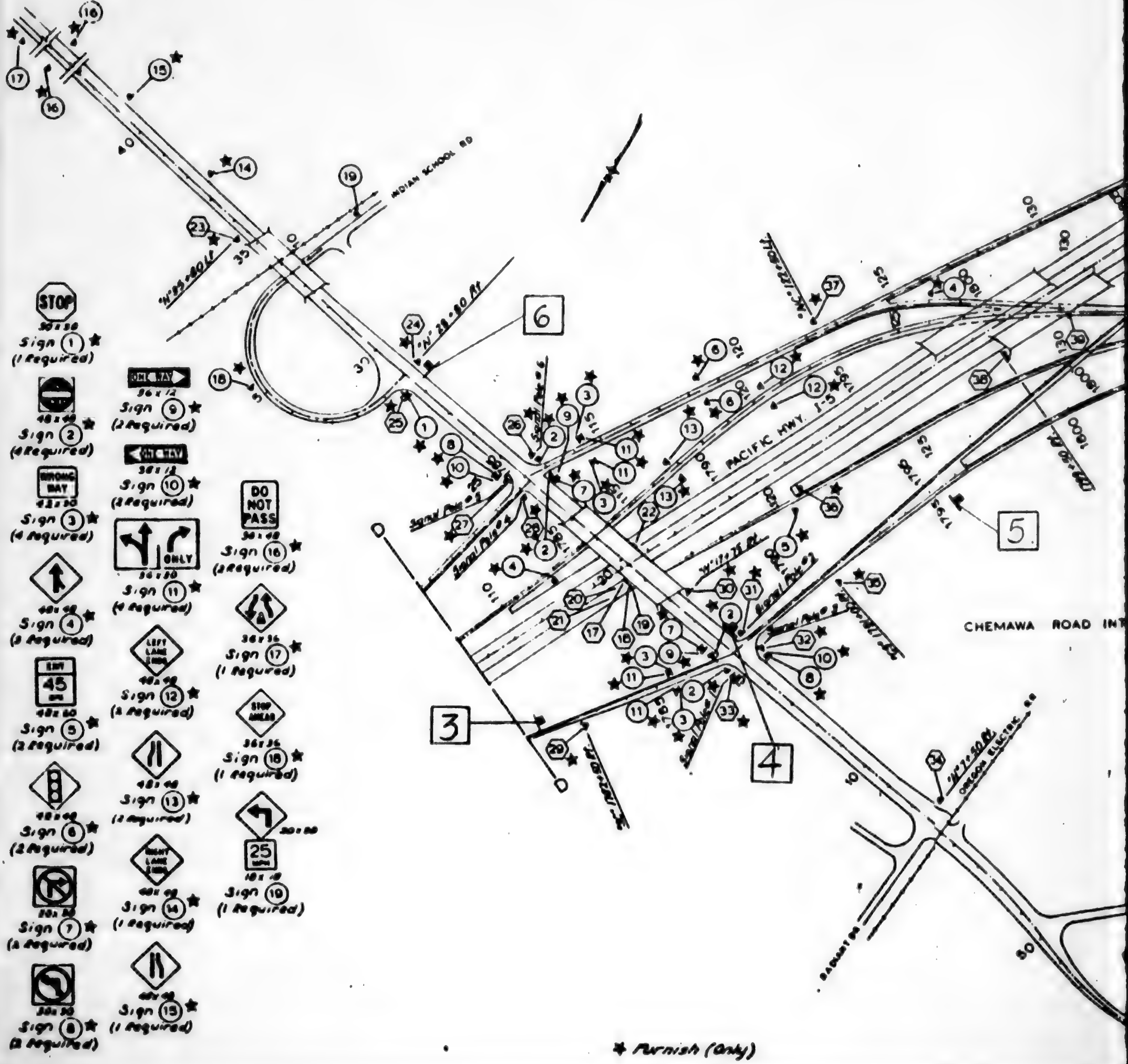


10'-0"
3'-6"
7"
5½"
5½"
7"
Indus. Areas
Indus. Park
8" 6"
1"
8" 6"

8" x 12' Arrows

Type "AA" Sign

4


INDIAN SCHOOL RD
PACIFIC HWY. I-5
CHEMAWA ROAD INT
OREGON ELECTRIC RR
Signal Pole # 6
Signal Pole # 5
Signal Pole # 4
Signal Pole # 3
Signal Pole # 2
Signal Pole # 1
6
5
4
3
STOP
30 x 30
Sign ① ★
(1 Required)
48 x 48
Sign ② ★
(4 Required)
WRONG WAY
42 x 30
Sign ③ ★
(4 Required)
48 x 48
Sign ④ ★
(3 Required)
EXIT 45 MPH
48 x 60
Sign ⑤ ★
(2 Required)
48 x 48
Sign ⑥ ★
(2 Required)
30 x 30
Sign ⑦ ★
(2 Required)
30 x 30
Sign ⑧ ★
(2 Required)
ONE WAY
36 x 12
Sign ⑨ ★
(2 Required)
ONE WAY
36 x 12
Sign ⑩ ★
(2 Required)
ONLY
36 x 30
Sign ⑪ ★
(4 Required)
LEFT LANE ENDS
48 x 48
Sign ⑫ ★
(2 Required)
48 x 48
Sign ⑬ ★
(2 Required)
RIGHT LANE ENDS
48 x 48
Sign ⑭ ★
(1 Required)
48 x 48
Sign ⑮ ★
(1 Required)
DO NOT PASS
30 x 48
Sign ⑯ ★
(2 Required)
36 x 36
Sign ⑰ ★
(1 Required)
STOP AHEAD
36 x 36
Sign ⑱ ★
(1 Required)
30 x 30
25 MPH
18 x 18
Sign ⑲
(1 Required)

★ Furnish (Only)

17V-17

CHEMAWA INTCHGE - PINE ST. N.E. SEC.
PACIFIC HIGHWAY & SALEM PARKWAY
MARION COUNTY

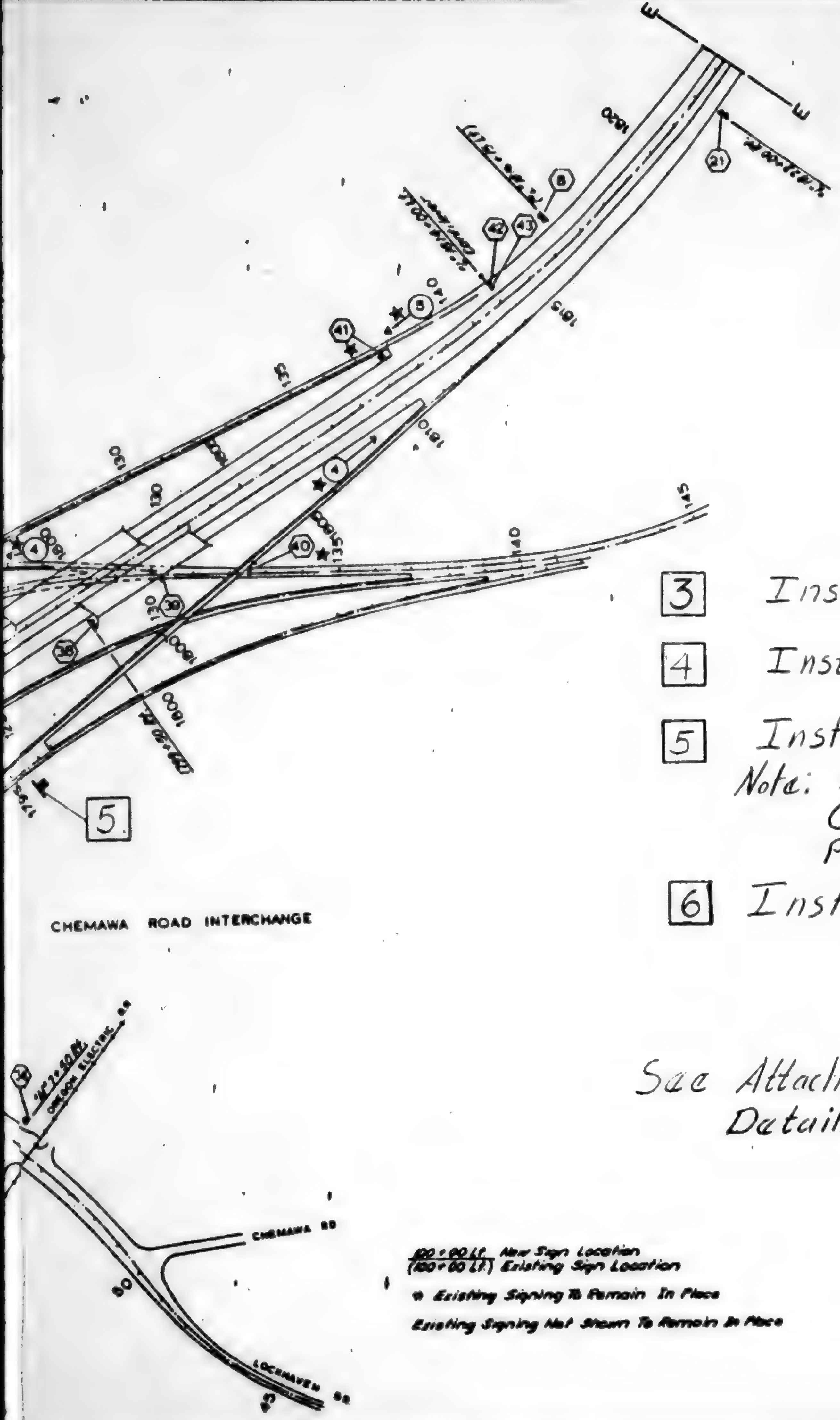
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I IR IE 5-5(77)260 IX-1575(3)		See Index

SHEET No. 2A-2

Sh. 5

PERMANENT SIGNING

SIGN PLANS



E
E
21
8
42
43
5
41
4
4
40
38
38
3
130
135
140
145
5.
CHEMAWA ROAD INTERCHANGE
OREGON ELECTRIC RR
CHEMAWA RD
LOCKHAVEN RD
80

100+00 Lt. New Sign Location
(100+00 Lt.) Existing Sign Location

★ Existing Signing To Remain In Place

Existing Signing Not Shown To Remain In Place

3 Install Type "AA" Sign

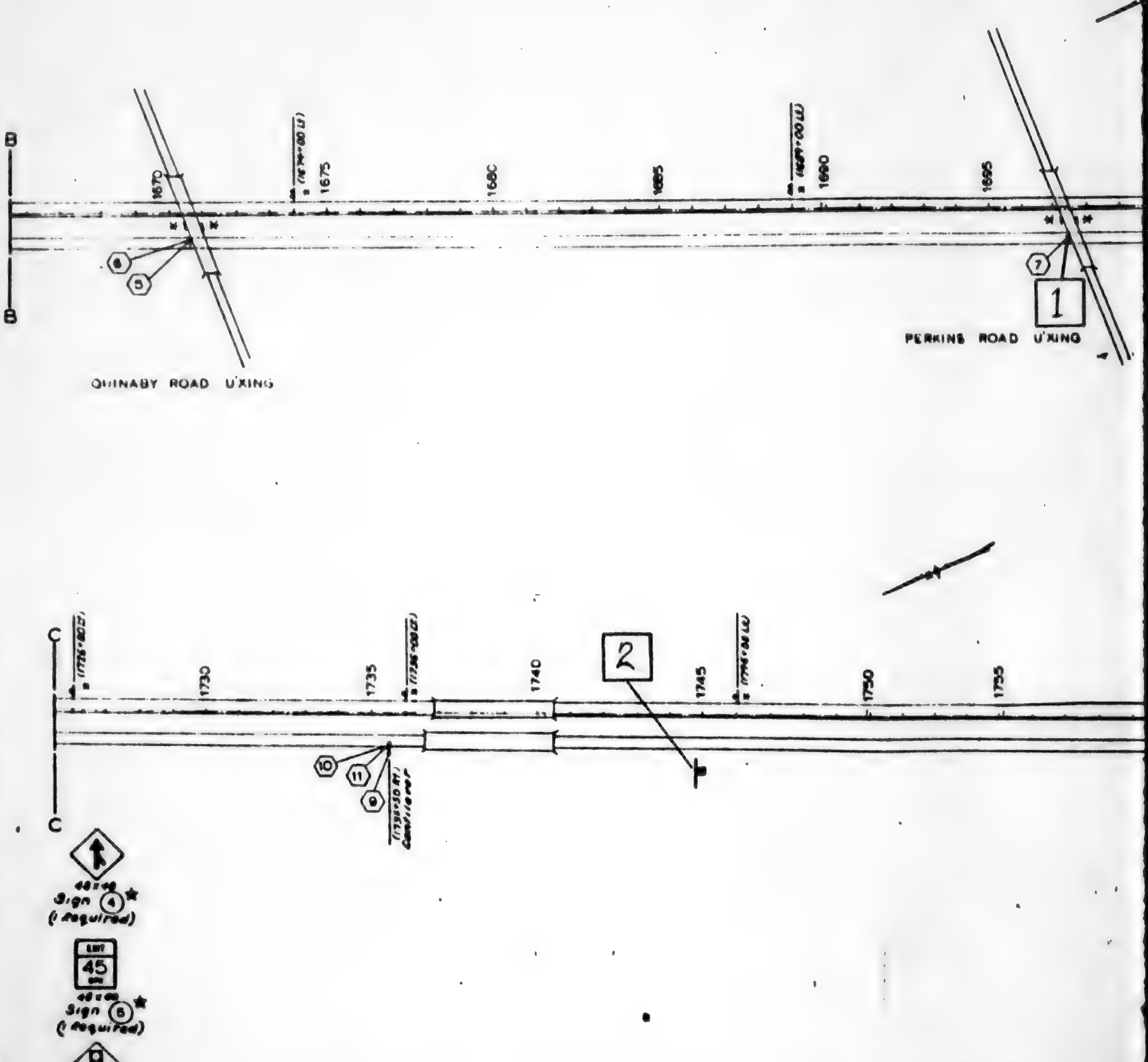
4 Install Type "AA" Sign

5 Install Type "AA" Sign
Note: Maintain 8½' Vertical Clearance Over Bicycle Path

6 Install Type 'AA' Sign

See Attachments For Sign Details

Rev


B
B
1670
1675
168C
1685
1690
1695
6
5
7
1
QUINABY ROAD U'XING
PERKINS ROAD U'XING
C
C
1730
1735
1740
2
1745
1750
1755
10
11
9
Sign 4 ★
(1 Required)
45
Sign 5 ★
(1 Required)
Sign 6 ★
(1 Required)
★ Furnish (Only)

17V-17

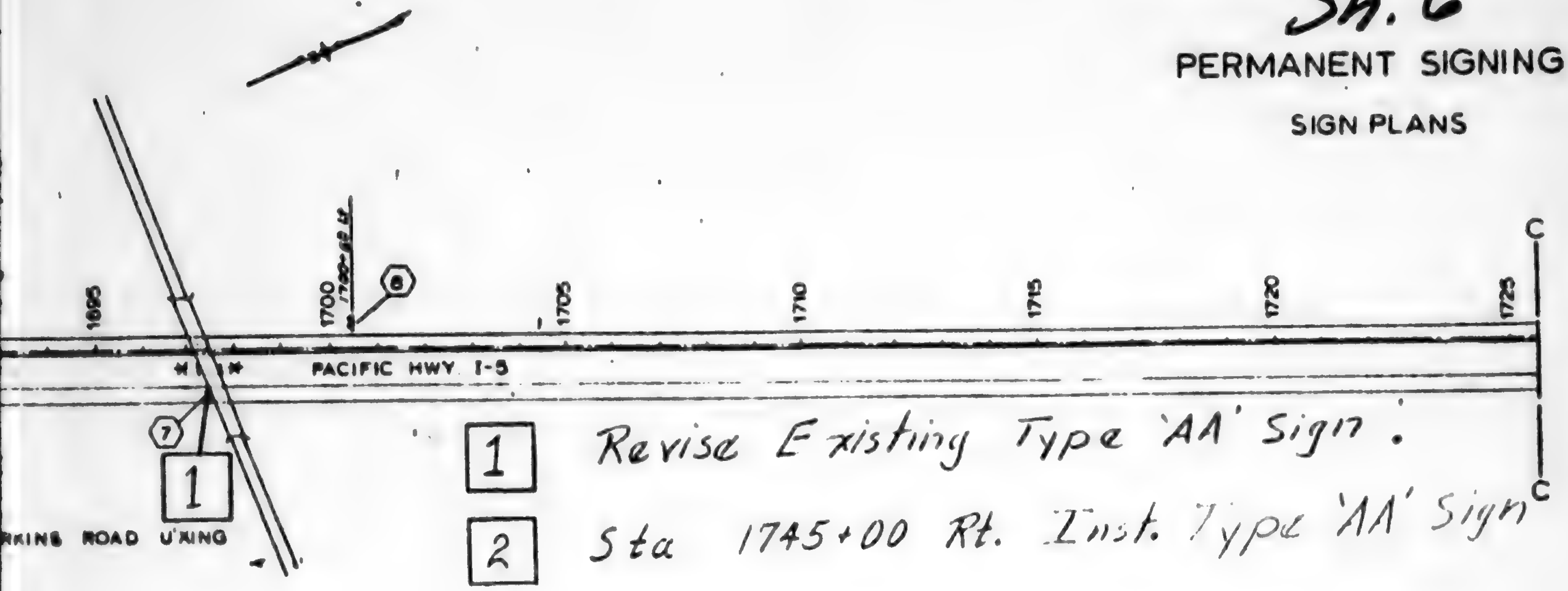
CHEMAWA INTCHGE - PINE ST. N.E. SEC.
PACIFIC HIGHWAY & SALEM PARKWAY
MARION COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS	SHEET NO.
10	OREGON	I-18 (I-5 5(77)260) II-1526(3)		See Index	2A

Sh. 6

PERMANENT SIGNING

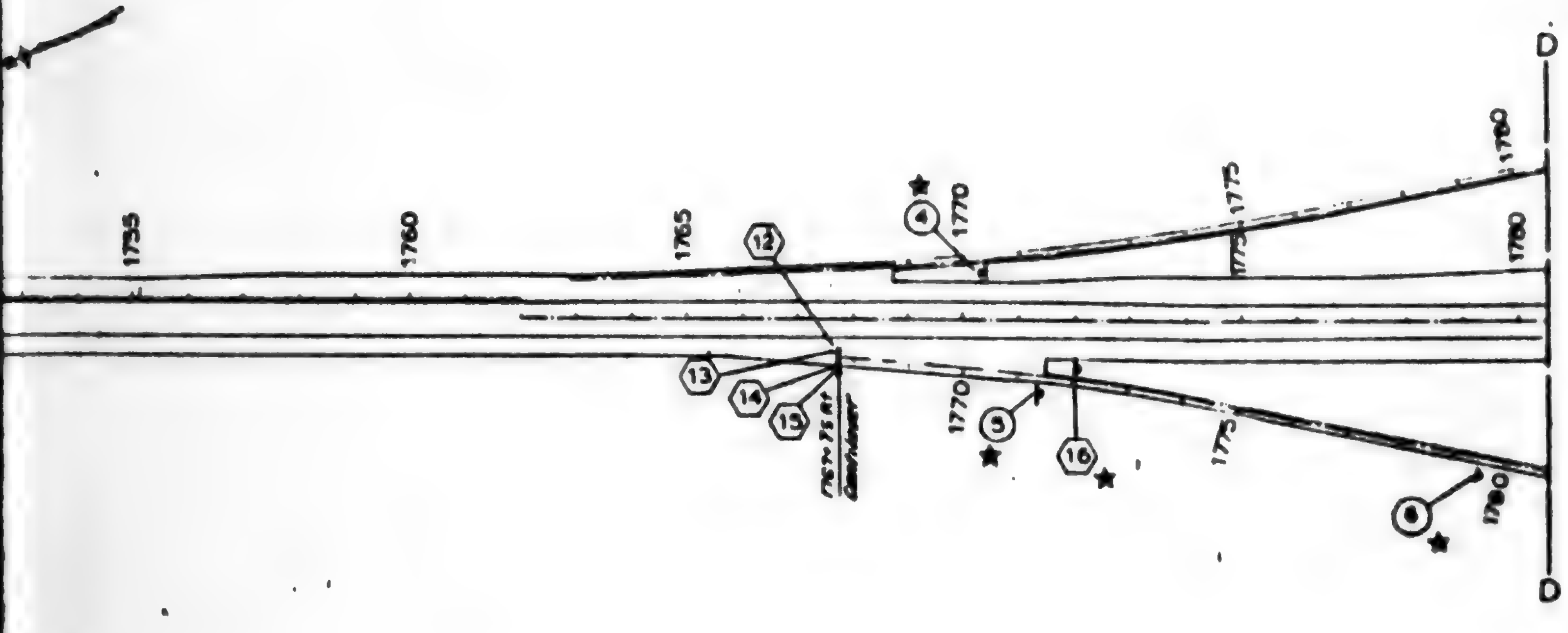
SIGN PLANS


C
1695
1700
1700+82 Lt
⑥
1705
1710
1715
1720
1725
PACIFIC HWY I-5
⑦
1
RKINS ROAD U'XING
C

1 Revise Existing Type 'AA' Sign.

2 Sta 1745+00 Rt. Inst. Type 'AA' Sign

See Attachments For Sign Details


D
1755
1760
1765
⑫
④
1770
1775
1780
1775
1780
⑬
⑭
⑮
1767+75 Rt
Gantry
1770
⑤
⑯
1775
⑧
1780
D

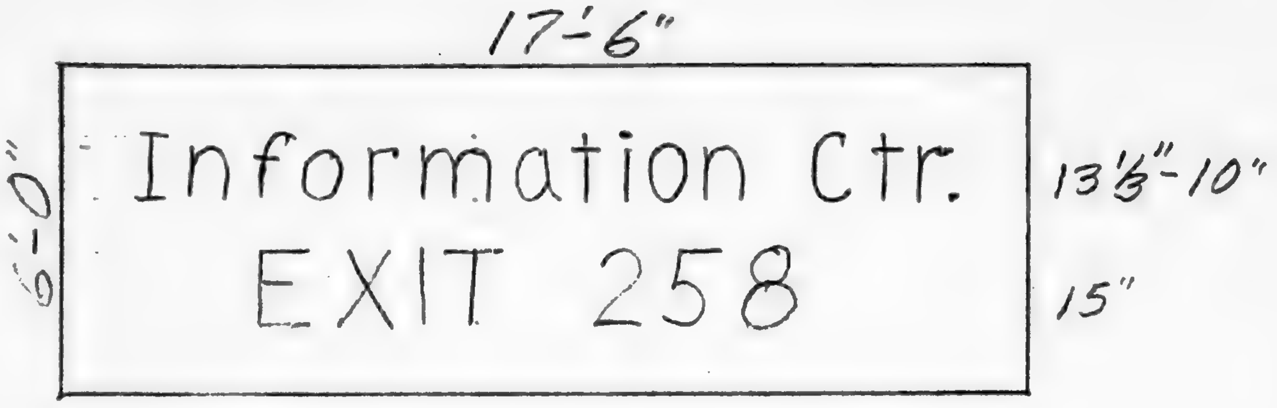
100+00 Lt New Sign Location
(100+00 Lt) Existing Sign Location

★ Existing Sign To Remain In Place

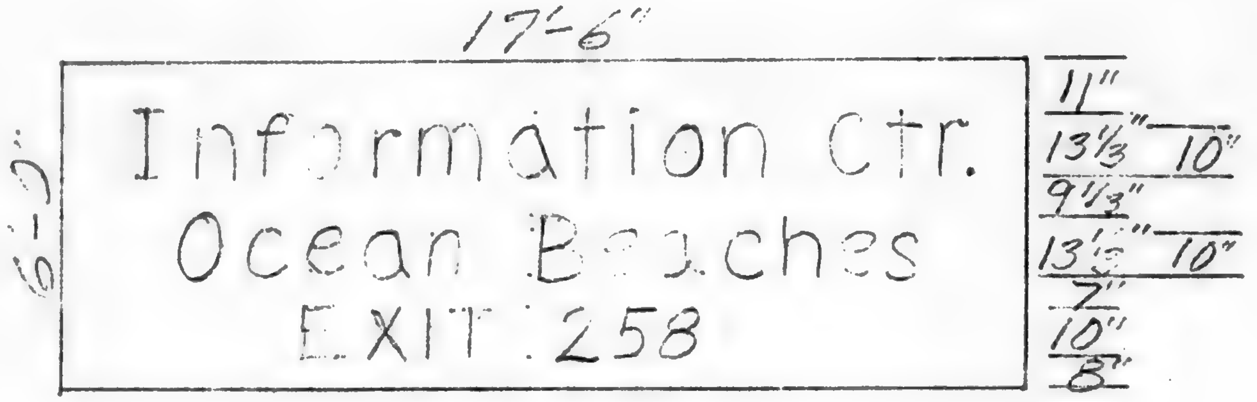
Existing Signing Not Shown To Remain In Place

urnish (Only)

~~Sh. 1 of 6~~
Sh. 7


17'-6"
6'-0"
Information Ctr.
EXIT 258
13⅓"-10"
15"

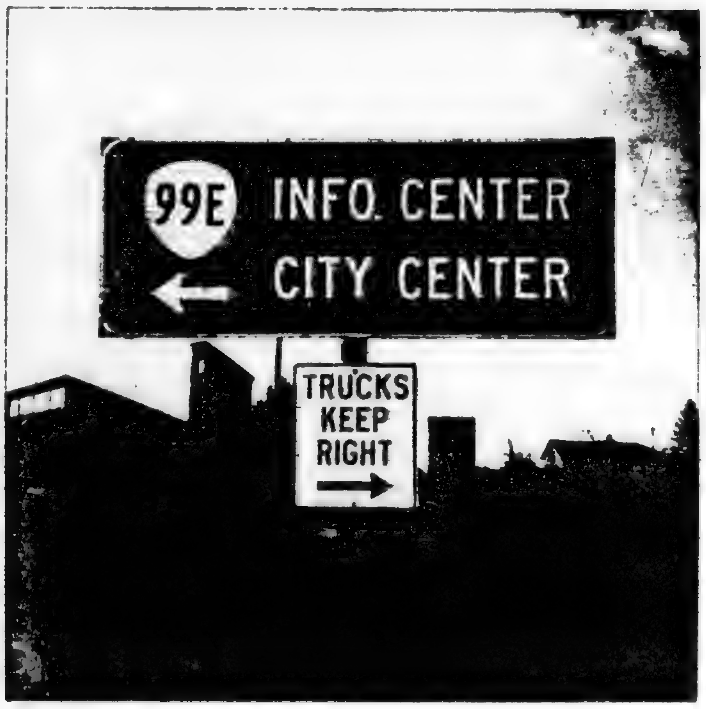
Existing Sign


17'-6"
6'-0"
Information Ctr.
Ocean Beaches
EXIT 258
11"
13⅓" 10"
9⅓"
13⅓" 10"
7"
10"
8"

Revised Sign

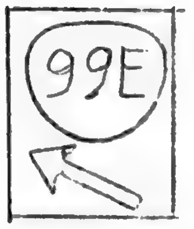
Pacific Hwy. (I-5)
M.P. 259.66 ± SBD

~~Sh. 2 of 6~~
Sh. 8

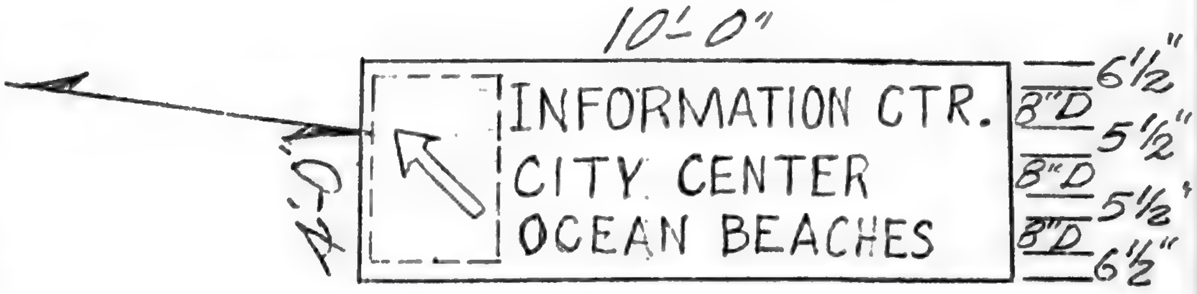

99E
INFO. CENTER
CITY CENTER
TRUCKS
KEEP
RIGHT

48" x 120"   48.44±

Existing Sign
10'x 4' - Remove



Temporary
overlay

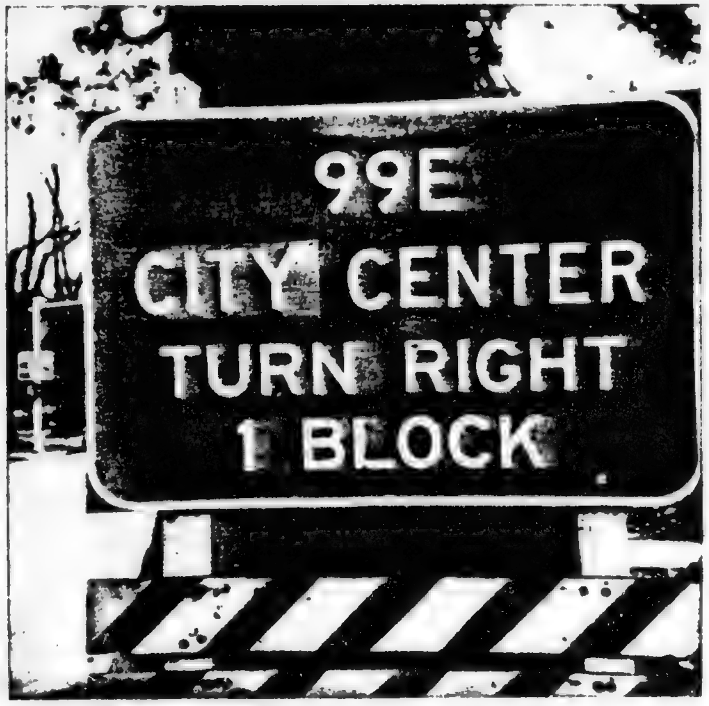

10'-0"
4'-0"
INFORMATION CTR.
CITY CENTER
OCEAN BEACHES
6½"
8"D
5½"
8"D
5½"
8"D
6½"

Install New Type "U" Sign

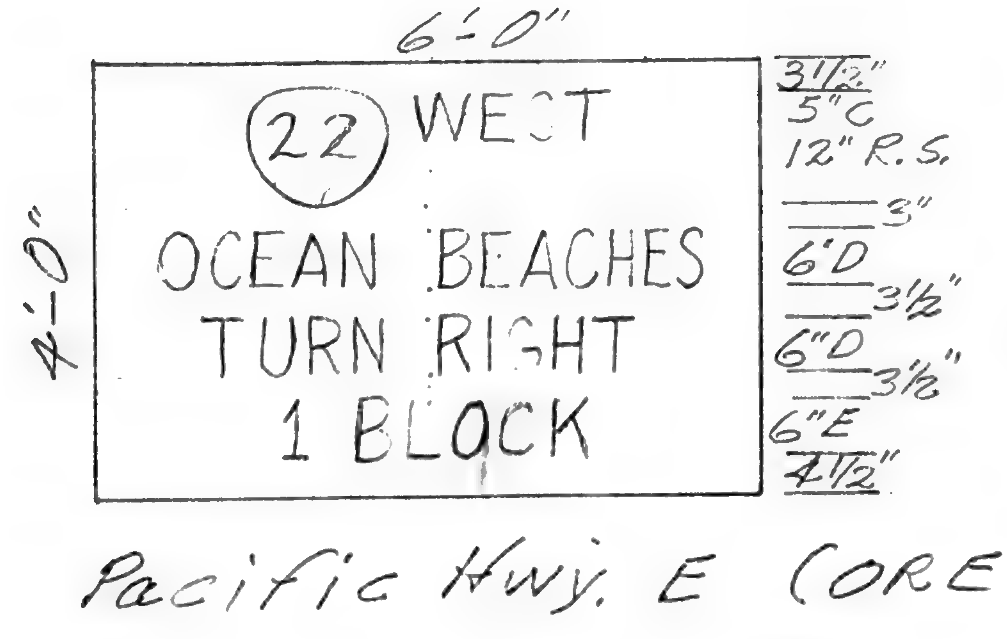
Pacific Hwy. E. (ORE 99E)
M.P. 48.44± SBD

~~34-3-87-6~~

Sh. 9


99E
CITY CENTER
TURN RIGHT
1 BLOCK

Existing Sign
6' x 4' - Remove

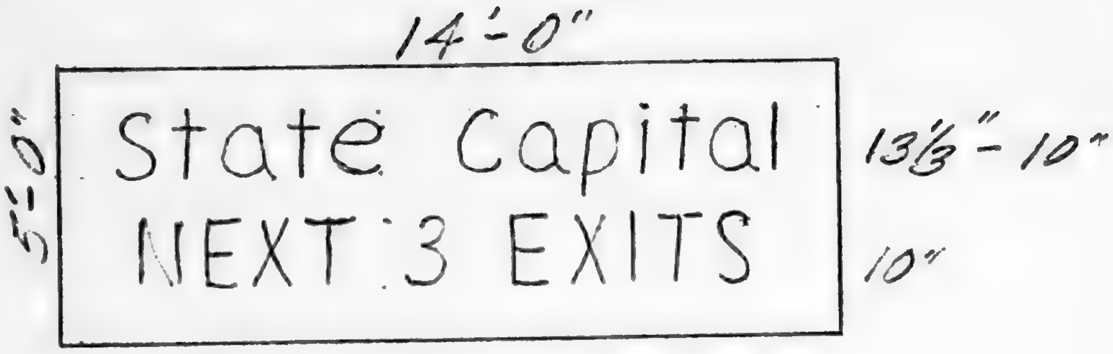

6'-0"
4'-0"
22
WEST
OCEAN BEACHES
TURN RIGHT
1 BLOCK
3½"
5"C
12" R.S.
3"
6"D
3½"
6"D
3½"
6"E
4½"

Install New
Type "U" Sign

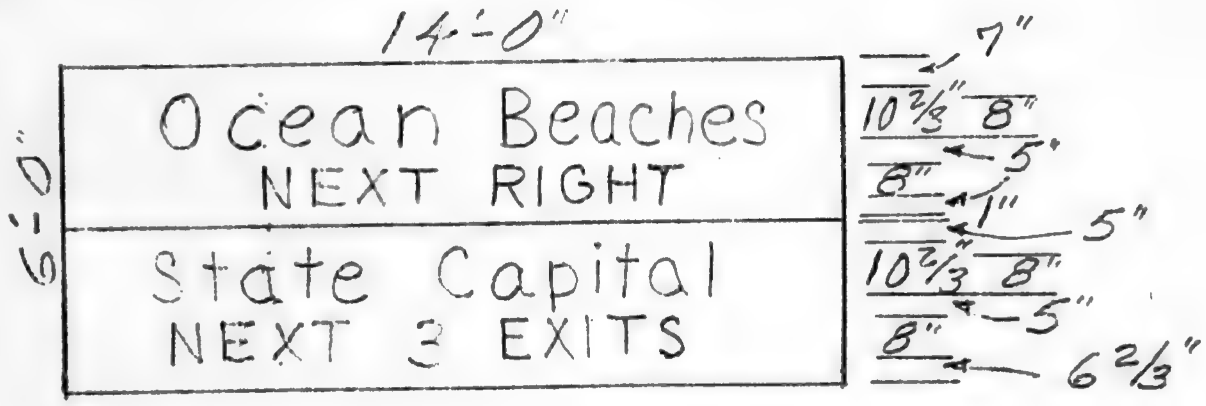
Pacific Hwy. E (ORE 99E)
M.P. 49.42± SBD

~~Sh. 4 of 6~~

Sh. 10


14'-0"
5'-0"
State Capital
NEXT 3 EXITS
13⅓"-10"
10"

Existing sign

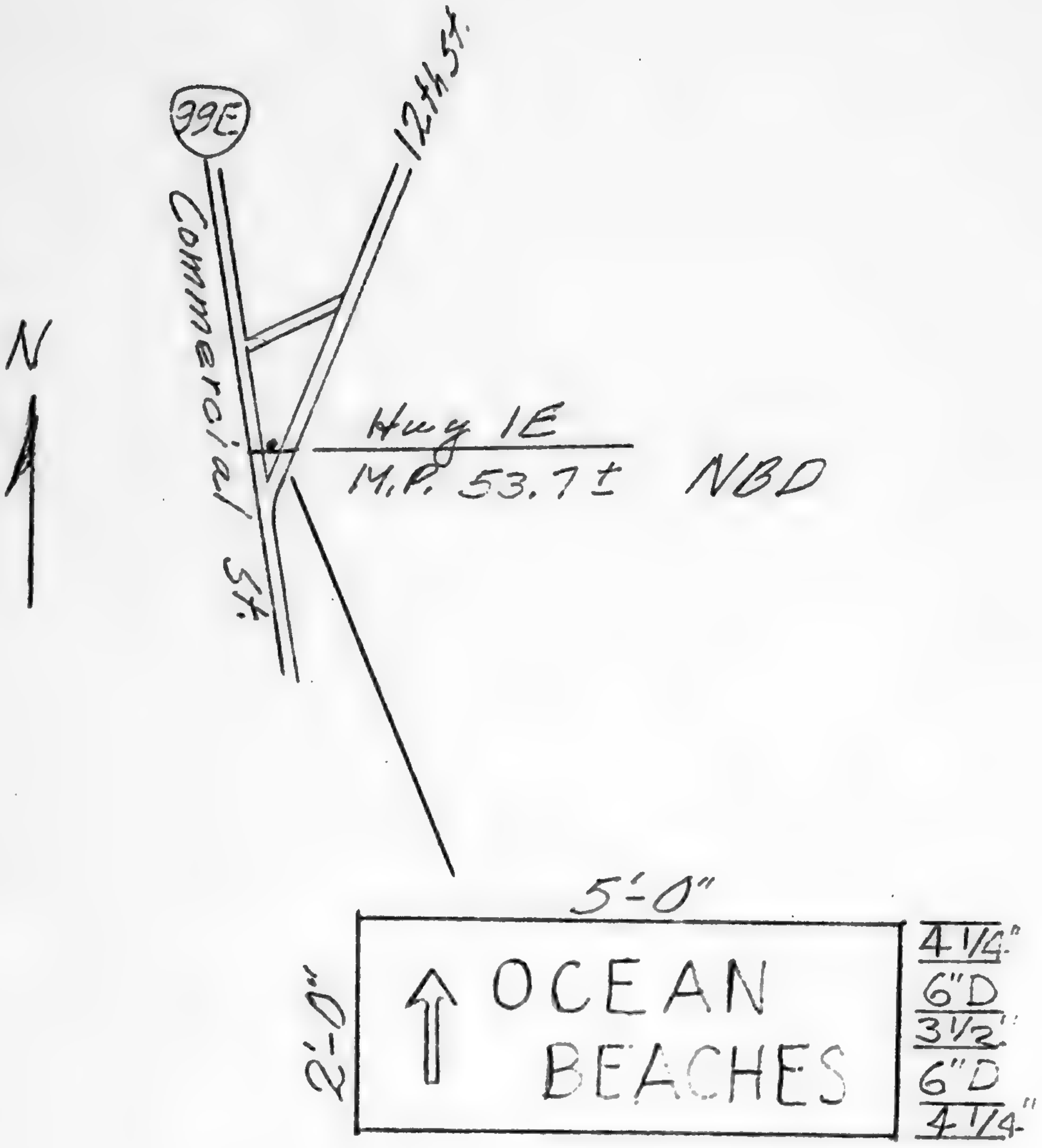

14'-0"
6'-0"
Ocean Beaches
NEXT RIGHT
State Capital
NEXT 3 EXITS
7"
10⅔" 8"
5"
8"
1"
5"
10⅔" 8"
5"
8"
6⅔"

Revised sign

Due to age of sign an overlay is desired.

Pacific Hwy. (I-5)
M.P. 248.40± NBD

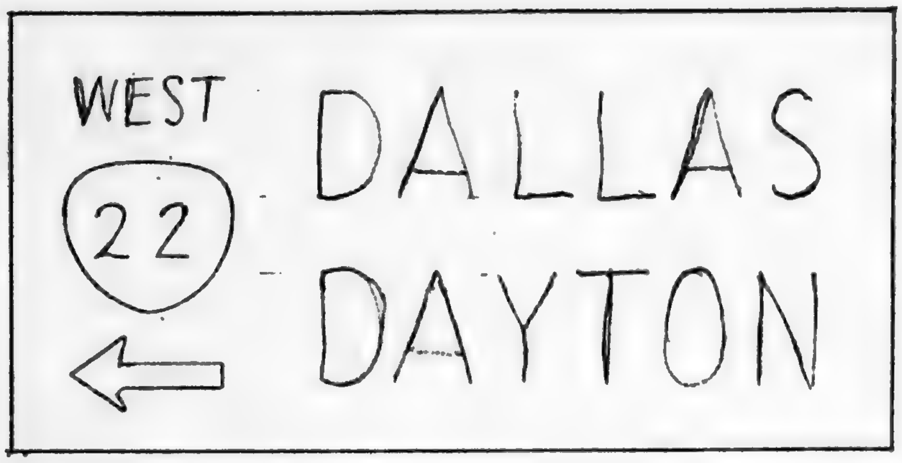
~~Sh. 6 of 6~~
Sh. 11


99E
12th St.
Commercial St.
N
Hwy 1E
M.P. 53.7±
NBD
5'-0"
2'-0"
OCEAN
BEACHES
4 1/4"
6"D
3 1/2"
6"D
4 1/4"

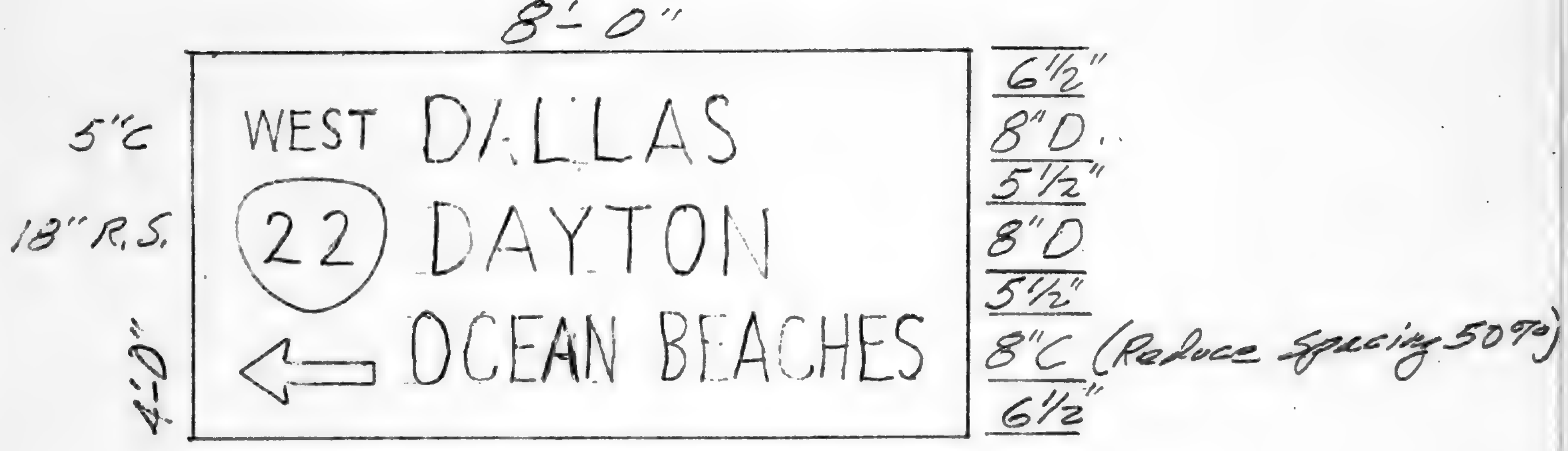
Install New Type "U" Sign

~~[illegible]~~

Sh. 12


WEST
22
DALLAS
DAYTON

Existing Sign
8'x4' -Remove


8'-0"
5"C
18" R.S.
4'-0"
WEST
22
DALLAS
DAYTON
OCEAN BEACHES
6½"
8"D
5½"
8"D
5½"
8"C (Reduce spacing 50%)
6½"

Install new Type "U" sign

N.W. Corner of Marion & Liberty Sts. in Salem

Form [illegible]

OREGON STAT[illegible]

Summary

Chemeketa Community college – Industrial Areas

Sign #1	(Revise existing sign)	$ 371
Sign #2	(Install New Sign)	$ 4242
Sign #3	(Install New Sign)	$ 1175
Sign #4	(Install New Sign)	$ 1170
Sign #5	(Install New Sign)	$ 927
Sign #6	(Install New Sign)	$ 912
(Ocean Beaches)		
Sign #1	(Revise Existing Sign)	$ 322
Signs #3, 4, 5.	(Remove & Replace)	$ 1366
Sign #6	(overlay existing sign)	$ 1883
Sign #7	(install new sign)	$ 327
		$ 12,695 Say $ 12,700

Form [illegible]

Sheets

OREGON STATE [illegible]

Ocean Beaches

Made [illegible] Checked by [illegible]

Relegend Sign	4 hrs	= \$202.80	Labor
19 letters @ 6^{28}	=	119.32	materials
		\$322.12	Total

Remove and Replace

3 X existing signs 3 X new signs	8 hrs	= \$$405^{60}$ 960^{00}	labor materials
		\$ 1365^{60}	Total

Install AA overlay	4 hrs	\$202.80	Labor
		1680.00	materials
		\$ 1882.80	Total

Install new sign & post	2 hrs	\$101.40	labor
		226	materials
		\$327.40	Total

\$ 3897^{92}

Form [illegible]

..... Sheets

OREGON STATE HIGHWAY DIVISION

Chemeketa C. College - Industrial Areas

19.......

Sign 1

Revise existing sign (on Perkins road OKing)	9 letters @ 6^{28} =	$\$56.52$	mat'ls
	4 hrs	315.00	Labor & equip.
Labor includes extra people for traffic control		$\$371.52$	

Sign 2

Install New Sign	16 hrs	$\$811^{00}$	labor/equip
3 x 12' posts x $\$15^{00}$		$\$540^{00}$	
rebar cages 3 @ $\$90$		270^{00}	
conc. .873 cy. x 3 x 38^{50}		100^{83}	
sign 126 sq ft @ $\$20$		2520^{00}	
		$\$4241^{83}$	

Sign 3

Install New Sign	4 hrs.	$\$202.80$	labor/equip
17^{5} ft post @ 15^{00}		262.50	
rebar cage		90.00	
conc. .407 cy x 38^{50} (½ cy)		19.25	
sign 30 sq. ft x 20		600.00	
		$\$1174^{55}$	

Sign 4

Install New sign	4 hrs	$\$202.80$	labor/equip
10^{5} ft. post @ 15^{00}		157.50	
rebar cage		90.00	
conc .349 cy (½ cy) x $\$38^{50}$		19.25	
sign 35 sq ft x $\$20$		700.00	
		$\$1169^{55}$	

W

C.C.C. Industrial Areas

Sign 5	Install new sign	4 hrs	202.80 labor/equip
	11º sign post @ $\$15^{00}$		165.00
	rebar cage		90.00
	conc ½ c.y.		19.25
	sign 22.5 sq. ft.		450.00
			$\$927^{05}$

Sign 6	Install new sign	4 hrs	202.80 labor/equip
	10' ft sign post. 15^{00}		150.00
	rebar cage		90.00
	conc ½ c.y.		19.25
	sign 22.5 sq. ft.		450.00
			$\$912\underline{^{05}}$

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 15, 1984

In Reply Refer to
File No.:
TRA 24

Kent L. Taylor, City Manager
City of Lincoln City
P. O. Box 50
Lincoln City, OR 97367

and

Warren Strycker, Executive Director
The Oregon Coast Association
P. O. Box 670
Newport, OR 97365

Your recent letters commented on the need for signing on Interstate 5 and elsewhere in the Salem area to direct traffic to the coastal area.

Signing on the Interstate Highway System is very closely controlled by the Federal Highway Administration and the sign standards established in their publication, the national "Manual on Uniform Traffic Control Devices". The Manual on Uniform Traffic Control Devices restricts the number of signs that can be installed and the number of destinations that can be used on any sign.

All of the permissible number of destinations on all of the interchanges in the Salem area have been either used, or have been promised and are in the process of being used, except northbound at the Battle Creek Interchange and southbound at the Hayesville Interchange. The Highway Division will install at these two locations the destination "OCEAN BEACHES", together with the necessary follow-up signing to direct beach traffic through the city of Salem.

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

RECEIVED
NOV 16 1984
TRAFFIC ENGINEERING

bc H. S. Coulter (enc.)
W. E. Schwartz "
L. E. George
Ted Litchfield "
John Gunter " - Please proceed with the signing installation.

NOTED
L. E. GEORGE

LEG:dcb ja

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: September 6, 1984

In Reply Refer to
File No.:

TO: Oregon Transportation Commission

CON 5

ORIGINAL SIGNED BY WENDELL E. SCHWARTZ

FROM: H. S. Coulter, P.E., P.L.S.
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Chemawa Intch.-Pine St. NE Section
Pacific & Salem Parkway Highways, Marion County
Contract No. 9619

This federal-aid signing and illumination project is nearing completion and it now appears that the final cost will exceed the project authorization by $31,500.00 or 6.4 percent.

Contract plans indicated addition of a maintenance walkway to the existing sign bridge at the north end of the Hayesville Interchange, but the contract and bid schedule did not provide for payment for the work. It was necessary to negotiate a price agreement to correct the oversight, thus adding more than $22,600 to the cost of the project.

The contract terms required that the contractor furnish and stockpile a number of signs and signposts for future installation by others. This was in order that the signs would be available when needed in connection with the opening of the Chemawa Interchange project, which is currently nearing completion under a separate contract. The time is quite near when these signs will be needed to guide traffic and it was decided to have the installation work added to this project by price agreement. The addition of this work has added $13,200 to the cost of this project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $31,500.00 to a new total of $523,757.45. This matter will be on the consent calendar for the September 18 meeting.

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
D. O. Christensen
George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: September 6, 1984

O. B. Jackmond

FROM: O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Chemawa Intch.-Pine St. NE Section
Pacific & Salem Parkway Highways, Marion County
Contract No. 9619

This federal-aid signing and illumination project is nearing completion and it now appears that the final cost will exceed the project authorization by $31,500.00 or 6.4 percent.

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There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $31,500.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: D. O. Christensen
K. Karnosh
B. M. Walton
W. F. Cobine

Contains Recycled Materials

9619

DEDICATION & OPENING CEREMONIES FOR THE SALEM PARKWAY AND CHEMAWA INTERCHANGE

SUNDAY MORNING - JULY 29, 1984

EAST OF BROADWAY AVENUE ON THE SALEM PARKWAY

Orig to Fed.
7-24-84/

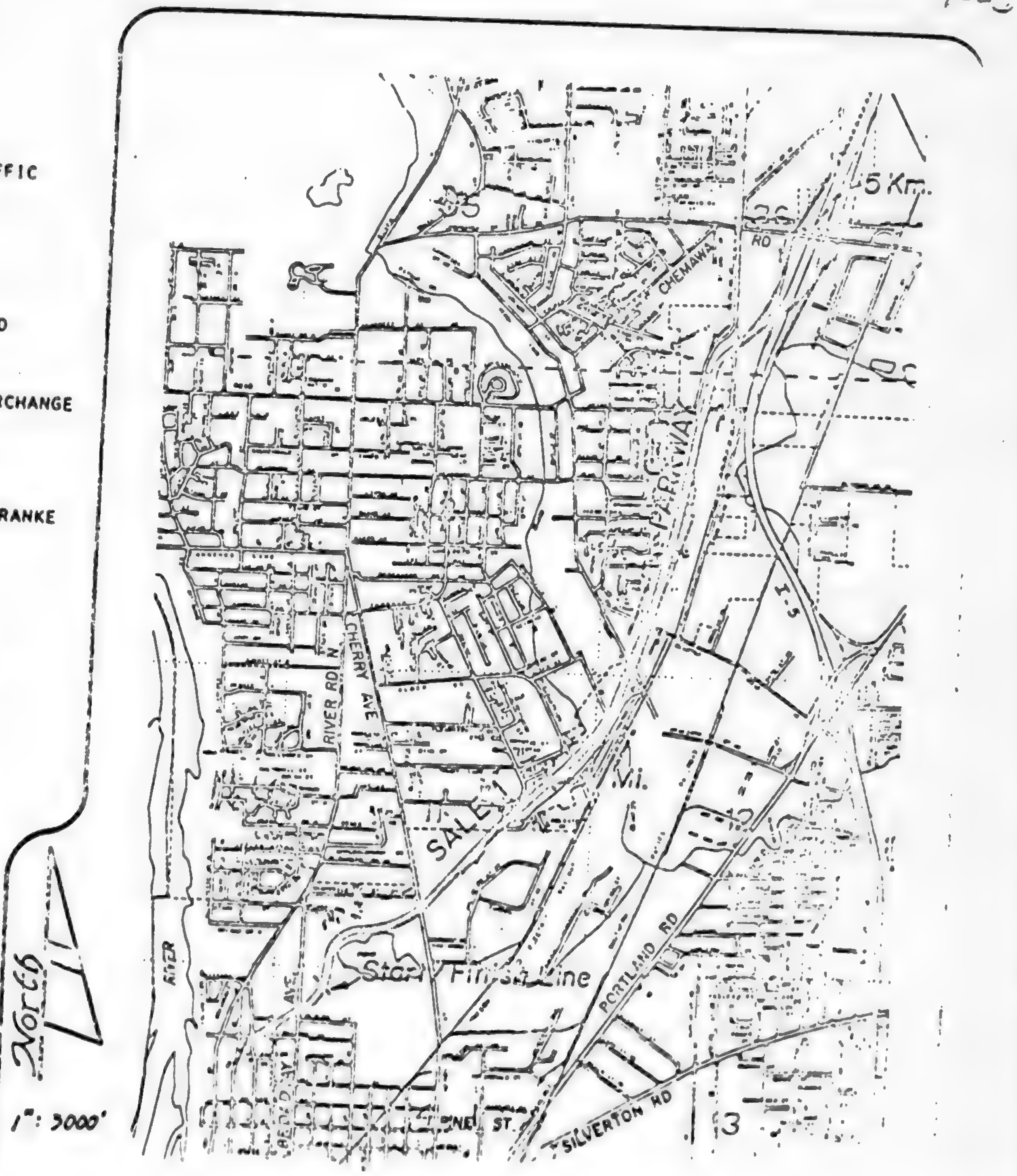
copy
#7491

AGENDA

7:00 A.M. SALEM PARKWAY CLOSED TO TRAFFIC
8:00 A.M. RACE PREPARATION
8:30 A.M. START OF 10 KM RACE
8:35 A.M. START OF 2-MILE FUN RUN
9:00 A.M. FIRST 10 KM FINISHER EXPECTED
:30 A.M. LAST FINISHER EXPECTED
:40 A.M. SALEM PARKWAY & CHEMAWA INTERCHANGE DEDICATION

MARION COUNTY COMMISSIONER RANDY FRANKE
MAYOR SUE HARRIS
MAYOR BOB SIMON
REPRESENTATIVE DENNY SMITH
DWAYNE HOFSTETTER, OREGON DEPT. OF TRANSPORTATION

15 A.M. PRESENTATION OF RACE AWARDS
00 A.M. COMPLETION


5 Km.
RD
CHEMAWA
PARKWAY
I-5
RIVER RD N
CHERRY AVE
SALEM
Mi.
Start / Finish Line
RIVER
PORTLAND RD
SILVERTON RD
ST.
3
North
1": 3000'

REFRESHMENTS SERVED

cy to Hofstetter
7-25

7-19

ROAD DESIGN SECTION DES 16

Ken Karnosh
Project Manager

May 15, 1984

Donald R. Adams, P.E.
Final Design Engineer

Signing Revisions
Chemawa Interchange-Pine Street, N.E.
Pacific Highway and Salem Parkway
Marion County
Contract No. 9619

Attached are three sets of approved shop drawings for the addition of "Gervais" to the freway signing at the Brooks Interchange (Exit 263) on Interstate 5. (Reference -- Traffic Engineering Section letter dated May 4, 1984.)

One set of the drawings should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Traffic Control Signs Company for sign fabrication.

Two additional W6-8 breakaway sign posts are required to support Sign No. 3 to be revised and reinstalled at Station 1637+00 Lt. The required post lengths are 16' 3" and 16' 9", which adds 362 pounds to the contract quantity for breakaway sign posts. Additional concrete for the footings totals 1.2 cubic yards.

Revised plan sheets will follow under separate cover. Please initiate an extra work order to accomplish the indicated revisions.

AA:ja

Attachments

cc C. O. Fredrickson
D. O. Christensen
John Gunter
Andy Anderson

9619

Salem

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-5

TO: Norm Cuno
Road Design

DATE: May 4, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Gervais Signing
Chemawa Interchange-Pine Street N.E. Section
Pacific Highway and Salem Parkway
Contract No. 9619

It has been decided to add Gervais to the freeway signing at the Brooks Interchange (EXIT 263) on Interstate 5.

This is best accomplished by doing the following items:

(1) Sta. 1553+50 Rt. - Add "Gervais" in 16" - 12" legend to sign No. 1 on the line where Keizer was removed.

(2) Sta. 1602+80 Rt. - Leave the existing sign in place. Remove the legend Keizer and install "Gervais" in 16" - 12" legend in that space.

(3) Sta. 1637+00± ~~Rt.~~ Lt. WGB - Remove legend from contracted sign No. 3 and install "Gervais" in 13 1/3" - 10" and "NEXT RIGHT" in 10" caps on the sign panel.

Install the sign on new breakaway sign posts at this location.

Please take the necessary action to have this work done by an extra work order.

The required ramp terminal revision will be done by State Forces.

L. E. George

L. E. George
Traffic Engineer

ELS/dcb

cc: C. O. Fredrickson
D. O. Christensen
Ken Karnosh
J. L. Gunter
Don Wagner

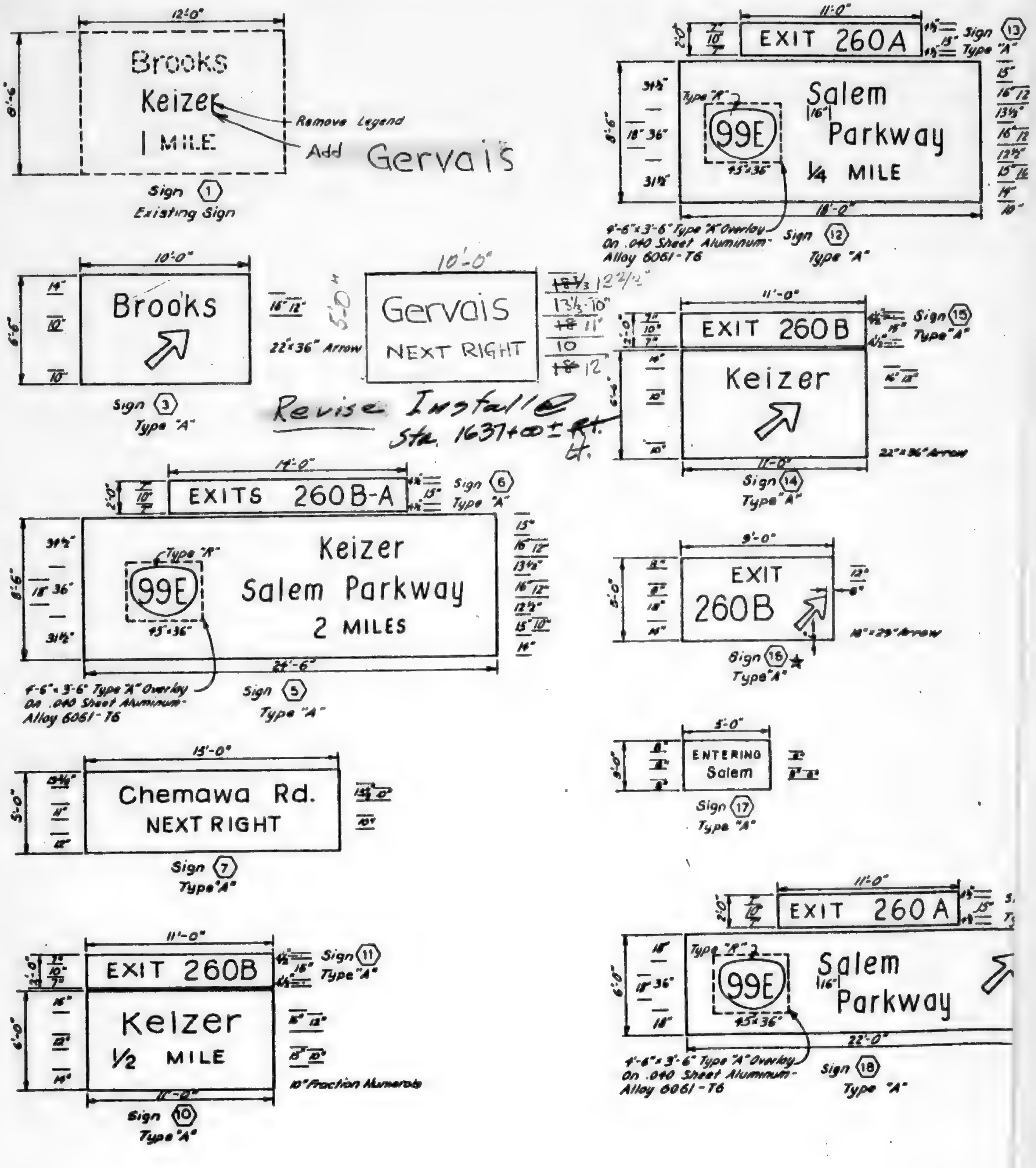
Versteeg
Anderson
Adams
Hoenab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
MAY 8 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

NOTED
W. G. BEARD

QQ


12'-0"
8'-6"
Brooks
Keizer
1 MILE
Remove Legend
Add Gervais
Sign ①
Existing Sign
11'-0"
EXIT 260A
Sign ⑬
Type "A"
Salem
Parkway
1/4 MILE
99E
Type "A"
45"×36"
18'-0"
8'-6"
4'-6"×3'-6" Type "A" Overlay On .040 Sheet Aluminum-Alloy 6061-T6
Sign ⑫
Type "A"
10'-0"
6'-6"
Brooks
22"×36" Arrow
Sign ③
Type "A"
10'-0"
5'-0"
Gervais
NEXT RIGHT
~~18~~ 13 1/3 12 2/3"
13 1/3 · 10"
~~18~~ 11"
10
~~18~~ 12
Revise Install
Sta. 1637+00± ~~Rt.~~ Lt.
11'-0"
EXIT 260B
Sign ⑮
Type "A"
Keizer
11'-0"
22"×36" Arrow
Sign ⑭
Type "A"
14'-0"
EXITS 260B-A
Sign ⑥
Type "A"
99E
Type "A"
45"×36"
Keizer
Salem Parkway
2 MILES
24'-6"
8'-6"
4'-6"×3'-6" Type "A" Overlay On .040 Sheet Aluminum-Alloy 6061-T6
Sign ⑤
Type "A"
9'-0"
5'-0"
EXIT
260B
16"×29" Arrow
Sign ⑯ ★
Type "A"
5'-0"
3'-0"
ENTERING
Salem
Sign ⑰
Type "A"
15'-0"
5'-0"
Chemawa Rd.
NEXT RIGHT
Sign ⑦
Type "A"
11'-0"
EXIT 260A
99E
Type "A"
45"×36"
Salem
Parkway
22'-0"
6'-0"
4'-6"×3'-6" Type "A" Overlay On .040 Sheet Aluminum-Alloy 6061-T6
Sign ⑱
Type "A"
11'-0"
3'-0"
EXIT 260B
Sign ⑪
Type "A"
6'-0"
Keizer
1/2 MILE
10" Fraction Numerals
11'-0"
Sign ⑩
Type "A"

★ Furnish (Only)

9619

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-5

TO: John L. Gunter
District 3 Maintenance Supervisor

DATE: May 4, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Gervais Signing
Brooks Interchange (EXIT 263)
Pacific Highway (Interstate 5)

We have requested the Road Design Section to revise the contract plans for the Chemawa Interchange-Pine Street N.E. Section (Contract 9619) to include signing to Gervais on Interstate 5.

The State sign crew recently added the "Gervais" destination to the existing signing at the intersection of Brooks-Hopmere Road and Oregon 99E in Brooks.

To complete the signing it is required to add "Gervais" signing on both off ramps at the Brooks Interchange.

Please have both signs fabricated and installed as detailed on the attachment.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

ELS/dcb

Attachment

cc: C. O. Fredrickson
D. O. Christensen
Ken Karnosh
Don Wagner
Norm Cuno

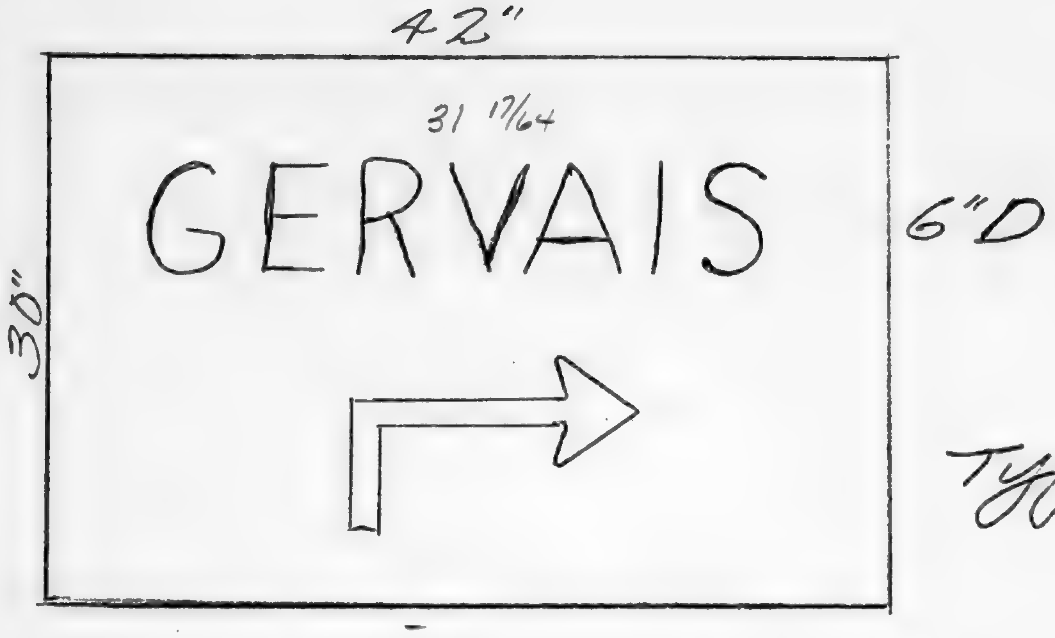
Versteeg
I Anderson
Adams
Macnab
Edwards
Terpin
Trout
Wakeslig

RECEIVED
MAY 8 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up
Action

81-123-1387

Contains Recycled Materials


42"
31 17/64
GERVAIS
6"D
30"

Type "U"
2 Req'd

Brooks Int. (EXIT 263)
NBD Off-Ramp
Mount on back of "WRONG WAY" Sign

SBD - Identical with arrow reversed.

9619

F

April 11, 1984

Grating Specialties
3575 25th Street, S. E.
Salem, OR 97302

CON 5
#9619

Attention: John W. Robertson
Manager

Gentlemen:

Thank you for your letter of April 4, 1984, informing us that you have received payment in full for the work and material supplied on the Chemawa Interchange Project.

You state this is in reference to the Clarke Electric, Inc., Contmact No. 9619 for work on the Chemawa Interchange-Pine Street, N.E. Section of the Pacific Highway and the Salem Parkway.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:de

cc: Clarke Electric, Inc.
P. O. Box 10326
Eugene, OR 97440

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

Noted on Card
4-11-84 dc

GRATING SPECIALTIES

A DIVISON OF THE MI FLECT CO. INC.

April 4, 1984

OREGON STATE HIGHWAY DEPT
Attn: Commission Services Div.
Transportation Building
Salem, OR 97310

Subject: Chemawa Interchange
Huston Welding Co.

Gentlemen:

This letter is to notify you that we have received payment in full for the work and material supplied on the subject project, therefore with this letter we are waiving our lien rights on this job.

Thank you for your cooperation in this matter.

Very truly yours,

John W Robertson

John W. Robertson
Manager

JWR:rld

cc: Norma Paulus, Secretary of State
Clark Electric, Eugene, Oregon
Huston Welding, Mollala, Oregon

RECEIVED
APR 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JOHN W. ROBERTSON Sales Manager 3575 25th. St. S.E. Salem, Oregon 97302
Bus: 503 363-9267 Toll free from Portland: 503 223-4059 Res: 503 638-6662 TWX 510 599 0107

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

F

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-IX-5-5(77)260 & IX-1525(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00080

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO Potter
FOR

Info	Invos	R/D	D/R	Sign	Act	File

Orig to
3/13

7. DATE AUTHORIZATION EFFECTIVE 12/21/83

8. FEDERAL ROUTE NUMBER Interstate 5 & FAU 1525

9. STATE ROUTE NUMBER Primary 1 & City St.

10. GENERAL LOCATION:
Chemawa Interchange - Pine Street NE (Contract 9619)

11. GENERAL DESCRIPTION OF WORK
Furnish and place luminaire arms and lights

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/21/83 as requested in Mr. Fredrickson's letter of 2/23/84 as being cost effective for the use of PGE forces to proceed with the above work. State Force Order No. 1 representing work to be done by PGE forces is approved for a TEC of $900, Federal Funds $765.

14. DATE 2/28/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9617

CL 83-227

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 9 1983
NORMA PAULUS
SECRETARY OF STATE

November 7, 1983

IN REPLY REFER TO FILE NO.:

CON 5
#9619

Grating Specialties
3575 25th Street, S.E.
Salem, OR 97302

Attention: John W. Robertson
Manager

Gentlemen:

This will acknowledge your letter of October 31, 1983, filing a claim against the following Highway Division contract:

FILED BY:	Grating Specialties
AMOUNT:	$3,912
FOR:	Steel bar grating
AGAINST (Prime contractor):	Clarke Electric, Inc.
SUBCONTRACTOR:	Huston Welding
CONTRACT NO.:	9619
PROJECT:	Chemawa Interchange-Pine Street NE Section, Pacific Highway and Salem Parkway, Marion County
SURETY:	United Pacific Insurance Co.
AGENT:	Smith and Crakes, Inc.

NOTED ON CARD
NOV. 14, 1983
Kjm

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

Clarke Electric, Inc.
P. O. Box 10326
Eugene, OR 97440

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

GRATING SPECIALTIES

A DIVISON OF THE MICROELECT CO. INC.

October 31, 1983

TO: Oregon State Highway Dept.
Attn: Commission Services Div.
Transportation Building
Salem, Oregon 97310

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

NOTICE IS HEREBY GIVEN that the undersigned, Grating Specialties, has a claim for steel bar grating sold to Huston Welding, P.O. Box 148, Molalla, Oregon, in the amount of $3,912.00, against the bond taken from United Pacific Insurance Co., on behalf of Clark Electric, P. O. Box 10326, Eugene, Oregon, principal, Oregon State Highway Contract #9619, for the work on the Chemawa Interchange, Salem, Oregon.

John W. Robertson

John W. Robertson, Manager

CERTIFIED
P 297 107 881
MAIL

RECEIVED
NOV - 1 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JOHN W. ROBERTSON Sales Manager 3575 25th. St. S.E. Salem, Oregon 97302
Bus: 503 363-9267 Toll free from Portland: 503 223-4059 Res: 503 638-6662 TWX 510 599 0107

ROAD DESIGN SECTION DES 16

Richard E. Nelson
Project Manager

September 23, 1983

Donald R. Adams, P.E.
Final Design Engineer

Sign Shop Drawings
Chemawa Interch.-Pine Street N.E.
Pacific Highway and Salem Parkway
Marion County
Contract No. 9619

Attached are three sets of approved shop drawings for the Type "A" signs (except Sign 38) on the above-named project.

One set should be retained by you for field inspection of the signs, one set forwarded to Don Wackerbarth's office for shop inspection of the signs, and one set sent to Traffic Control Sign Company for sign fabrication.

We again remind you that routing sign shop drawings to Traffic Engineering Section only delays the processing by the proper people. Please send them to the Final Design Section.

WGB:ja

Attachments

cc C. T. Keasey
C. O. Fredrickson
W. G. Beard

Versteeg
Anderson
Adams
Macnab
Stoudenmayer
Terpin
Trout
Wakerlig

RECEIVED
SEP 28 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Salem Parkway

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 24-1

TO: J. H. Versteeg
Road Design Engineer

DATE: June 16, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
Chemawa Interchange-Pine Street N.E. Section
Pacific Highway and Salem Parkway
Contract No. 9619

Versteeg
Adams
Trout
Wakerlig

RECEIVED
JUN 20 1983
ROAD DESIGN SECTION

Do
Return to

Sign No. 38 on the subject contract will be revised to include historical signing for the Bush House Museum and Bush Barn Art Center. The revised sign will probably be double in area when compared to its present size.

Please arrange to have work stopped on the Sign No. 38 sign panel and supports.

When final legend content is determined, a revised sign drawing will be furnished.

L E George

L. E. George
Traffic Engineer

ELS:ds

cc: C. O. Fredrickson
Richard Nelson
R. P. Mathew

REFERRED TO
Watson Mann
Cole Stoudenmeyer
Eriksen King
✓ Beard WGB Bedford Lau
Return Discuss [✓ Do] File Due
By FINAL DESIGN ENGINEER

Please coordinate w/Nelson so he issues ltr to contractor ok.

NOTED
W. G. BEARD

81-125-1387

May 24, 1983

Clarke Electric, Inc.
P. O. Box 10326
Eugene, OR 97440

CON 5
#9619

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9619 for work on the Chemawa Interchange-Pine Street, N.E. Section of the Pacific Highway and Salem Parkway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc
Enclosure

cc: United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
P. O. Box 1788
Eugene, OR 97440

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
C. O. Fredrickson (contract signature pages attached)
Richard Nelson
L. E. George

Clarke Electric, Inc.

450 West 5th Avenue P.O. Box 10326 Eugene, OR 97440 (503) 342-7788

April 12, 1983

Department of Transportation
Commission Services
Transportation Building
Salem, Or 97310

Attn: Robert Gormsen

Re: Chemawa Interchange - Pine St. N.E. #9619
Bid of April 7, 1983

Dear Mr. Gormsen,

It is our intention to utilize minorities for the following bid items and dollar amounts.

Bid Item #15	$ 13,625.00
Bid Item #16	9,265.00
Total	$ 22,890.00

Sincerely,

CLARKE ELECTRIC, INC

Nancy Anne Cathey

Nancy Anne Cathey
Vice President

RECEIVED
APR [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

FEDERAL HIGHWAY ADMINISTRATION

3-16-83

LETTER OF APPROV AND/OR AUTHORIZATION

2. STATE PROJECT NO. I-IR-IX-5-5(77)260 & IX-1525(3)
~~See below~~

2A. COUNTY NAME
Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO.
00080 & 80236

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

Copy [illegible]

7. DATE AUTHORIZATION EFFECTIVE
3-16-83

8. FEDERAL ROUTE NUMBER
Interstate 5 & FAU 1525

9. STATE ROUTE NUMBER
Primary 1 & City Street

10. GENERAL LOCATION:
CHEMAWA INTERCHANGE - PINE STREET NE.

11. GENERAL DESCRIPTION OF WORK
Signing and Illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's March 14, 1983 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $932,891; Federal Funds $830,140.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 23 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig w/ att. to
3/23

14. DATE
3-16-83

15. SIGNATURE OF APPROVING OFFICIAL
Valach

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-73)
PREVIOUS EDITIONS MAY BE USED

Salem Parkway

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

1 Versteeg ✓ Public Works Department
Anderson
RECEIVED
3 Adams
2 Olson (copy)
JUN 29 1982
Sullivan
Terpin
Trout
Wakerlig
ROAD DESIGN SECTION
Do Not File ☐
Return To
Bring / /
Action

June 28, 1982

C.O. Fredrickson, Region Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: Salem Parkway 770355
Chemawa Road to Pine Street
Railroad Crossings Vicinity of
Claxter Road, Verda Lane, Hyacinth Street

Dear Mr. Fredrickson:

On June 16, 1982 all "parties in interest" met at the Public Utility Commissioner's (P.U.C.) office to discuss the four railroad crossings in the Claxter Road, Verda Lane, Hyacinth Street area.

One of the problems noted by Southern Pacific Railroad (SPRR) is the proposed 72 feet curb to curb width of Hyacinth Street at this crossing (6' bikelane - 12' bus lane - 12' travel lane - 12± median transition area - 12' travel lane - 12' bus lane - 6' bikelane). Southern Pacific says they have drop gate arms up to 39' long, but these break easily with winds, etc. Southern Pacific says their maximum desirable gate arm length is 36'. The gates are mounted 4'1" behind the face of the curb. Thus each gate arm can cover 32 feet of roadway. It was also stated by P.U.C. that the roadway width can be one foot greater than the gate arm coverage length. Therefore, the maximum desirable curb to curb width is 32 feet + 32 feet + 1 feet or 65 feet. Preliminary discussions with Marlowe Krohn in OSHD Preliminary Design indicate it may be possible to narrow Hyacinth Street at the Southern Pacific tracks.

Southern Pacific also has concerns regarding the closeness of the proposed 25th Street extension to the SPRR crossing. Southern Pacific requested that we consider realigning the 25th Street extension easterly at least 100 feet at Hyacinth Street. We also understand from Vince Carrow in Region 2 Location that some of the adjoining property owners would also like the 25th Street extension shifted to the easterly side of the vacant parcel instead of its present proposed location along the westerly side of the vacant parcel. Attached is a sketch of the proposed alignment. Shifting the 25th Street and Hyacinth Street intersection easterly will also help in narrowing Hyacinth Street at the SPRR crossing. We also understand from Region 2 Location that the adjoining property owners are in agreement with this shift in alignment. Please revise the 1"=100' aerial mosiacs and all other plans to reflect this revised 25th Street alignment.

Burlington Northern Railroad owns large industrial parcels between the two railroads and bounded on the north by Claxter Road and on the south by the K.C.C.S. radio transmitter. Burlington Northern said they have no specific plans for development of their land. However they did say they are thinking of a railroad

Data being developed (started last week)
AW. 7/1/82

spur into the parcel to serve future industrial tenants. Depending upon the location of this future spur, it may cross the proposed 22nd Street extension. Considering the relatively low project traffic volume on the 22nd Street extension (1,500 A.D.T. in year 2000) this should not be a major problem. However, Burlington Northern said they would prefer not to have a roadway through the parcel, since it would restrict their development potential.

Mr. Arthur James and his son Christopher James also were at this meeting. As you are aware, Mr. James owns a one acre parcel of land on the north side of Claxter Road just west of the Burlington Northern Railroad. Mr. James desires to retain the major traffic movement on Claxter Road adjoining his property, then if the City desires the traffic on Hyacinth Street easterly of his property, he is agreeable. Mr. James suggested a plan per the attached sketch to accomplish his goals. Please prepare a 1"=100' aerial mosiac of Mr. James' plan. Mr. James' proposed concept has some advantages and disadvantages. Our preliminary analysis shows the following:

Advantages:

1. Provides a 90° intersection with the Salem Parkway. The present proposed Verda Lane intersection is 51°.
2. Reduces traffic impacts on existing residential area along Verda Lane south of Claxter Road.
3. Only railroad crossing on each railroad.

Disadvantages:

1. Retains traffic around the now dangerous Verda Lane-Claxter Road intersection, thus requiring intersection improvements.
2. Less desirable alignment for 12,000 vehicles per day (year 2000) for Verda Lane-Claxter Road-Hyacinth Street traffic.
3. Possible time delays with Federal Communication Commission regarding relocation of K.C.C.S. radio transmitter.
4. If Burlington Northern chooses to provide rail service to the portion of their property east of the Claxter Road-Hyacinth Street connector, a third railroad crossing would be created, on a 12,000 A.D.T. (year 2000) street.

In addition to the above, we would like a cost comparison analysis for this alignment versus the present Verda Lane-Hyacinth Street alignment. In addition to construction costs, please provide a comparision of right-of-way costs for that portion west of the Burlington Northern Railroad. The City will estimate the right-of-way cost difference for that portion between the Burlington Northern and Southern Pacific railroads.

The City would appreciate any comments State Highway desires to make regarding the advantages and disadvantages of Mr. James' proposal.

In order to be prepared for the Public Utility Commission hearing (mid-July 1982) on this matter, we need your response to this letter by July 12, 1982.

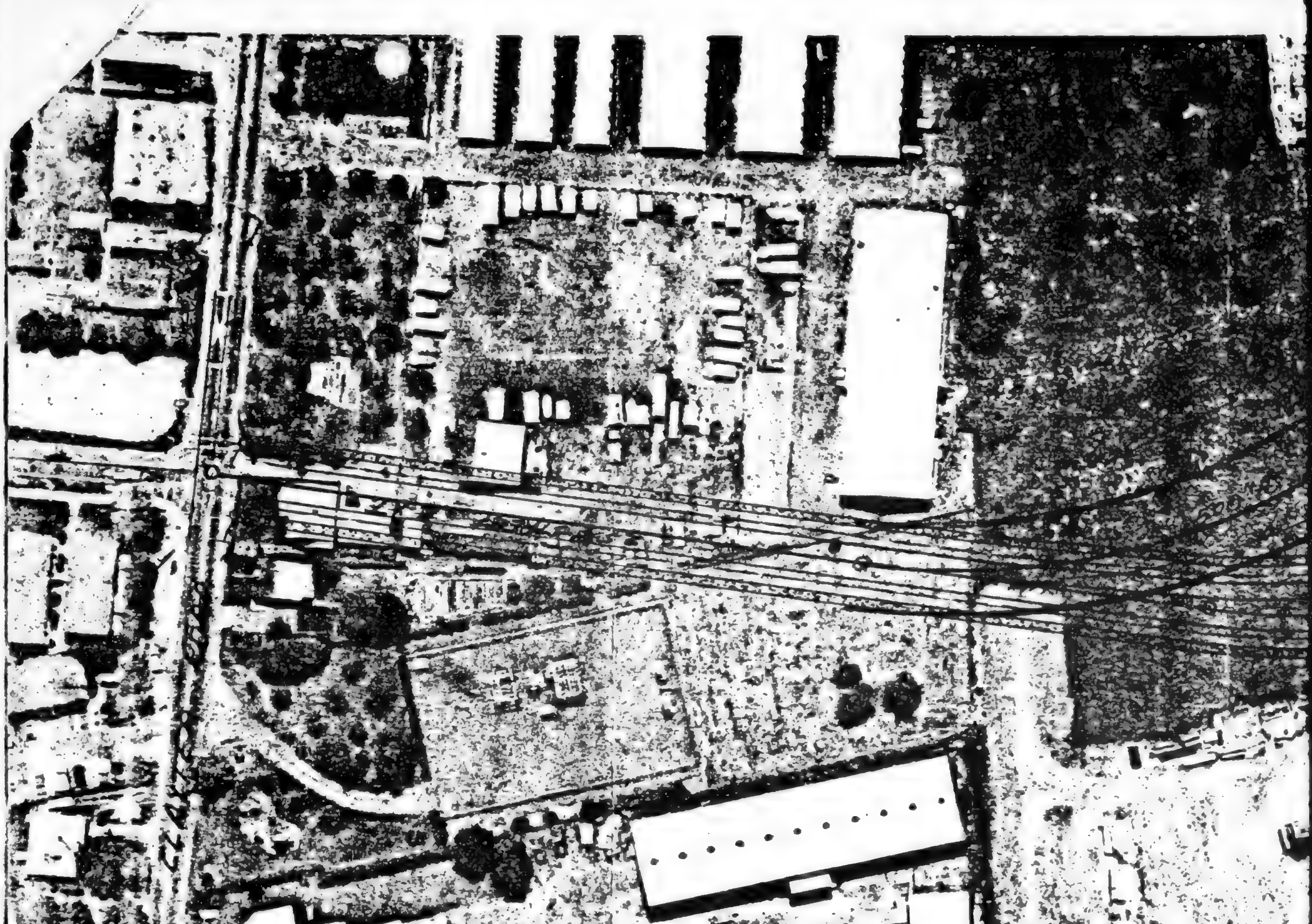
Very truly yours,

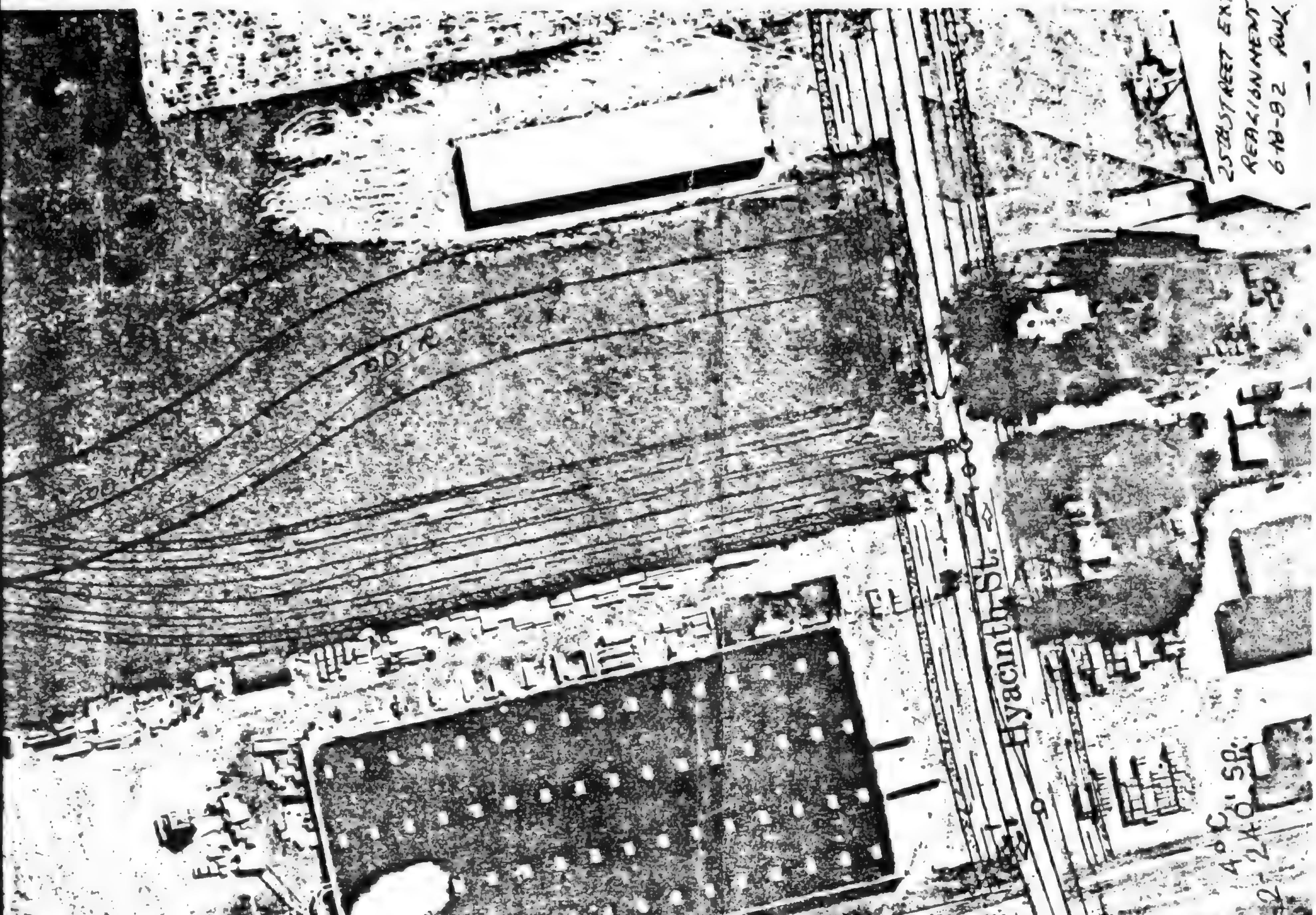
DEPARTMENT OF PUBLIC WORKS

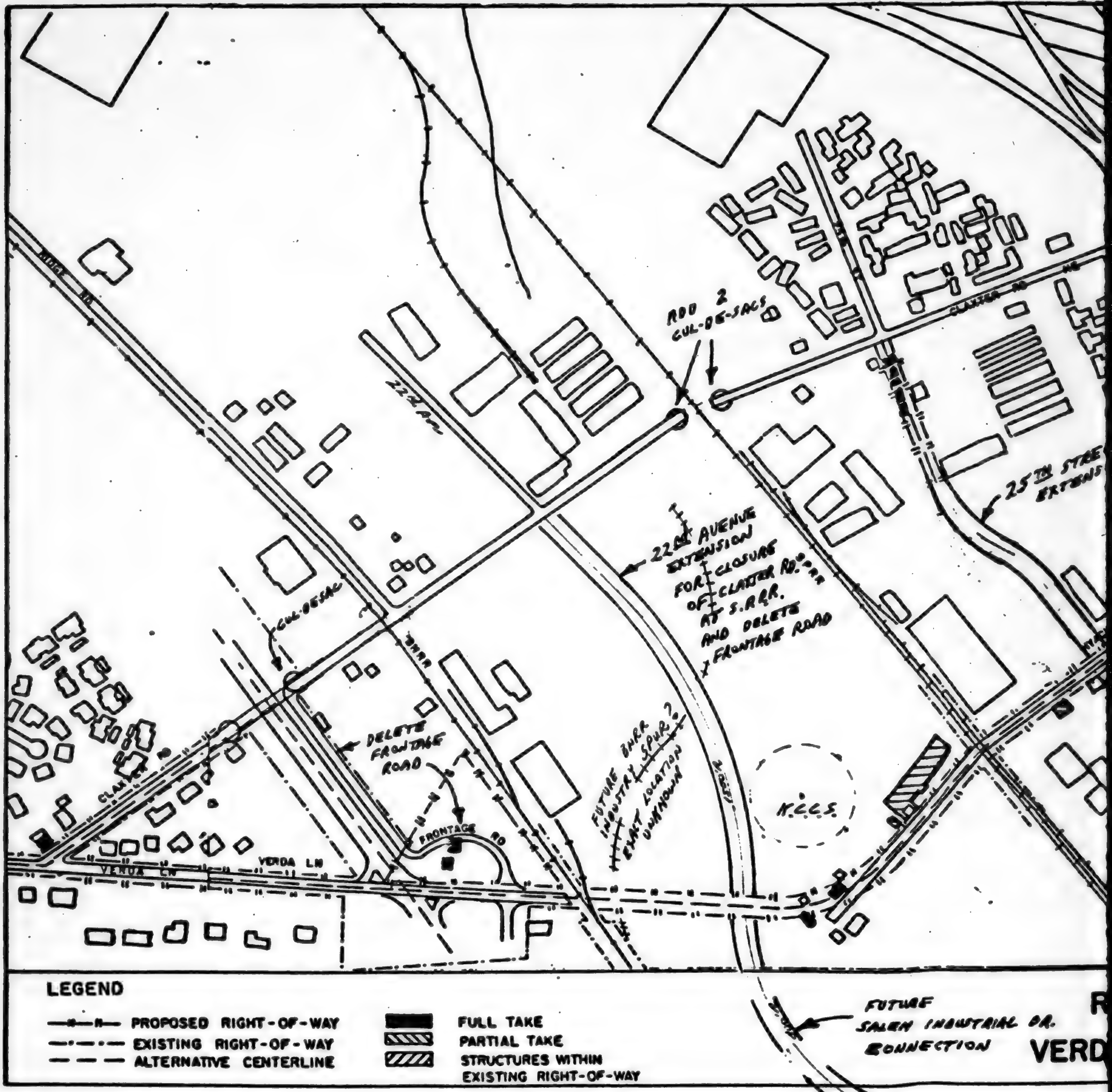
Marlin D Brinkley
Marlin D. Brinkley, P.E.
City Engineer

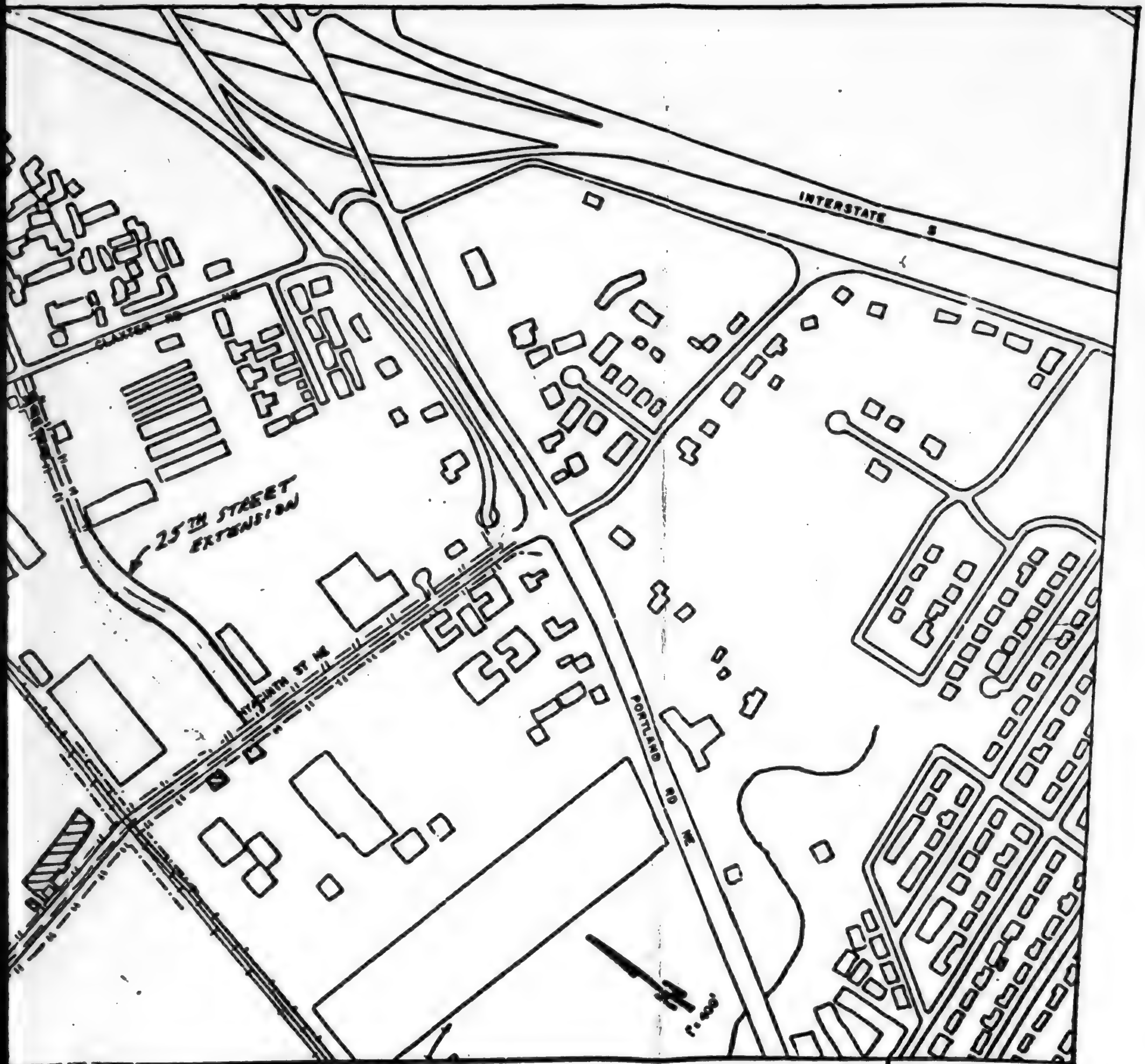
MDB:RWL:dh
Attachments

cc: Adrian Olson, Preliminary Design Engineer
Ronald J. Merry, Director of Public Works
Rosalind A. Daniels, Assistant Director of Public Works
Ralph W. Lambert, Project Engineer
Lew Garrison, Traffic Design Engineer
Larry Glassock, Real Estate Supervisor
Les Walling, Transportation Specialist, Public Utility Commissioner of Oregon




25TH STREET EXT.
REALIGNMENT
6-18-92 RWL
Hyacinth St.
Southern Pacific R.R.
4ØC
24Ø SQ.
IMINARY COP
UBJECT TO CHANGE


ADD 2
CUL-DE-SACS
CLATTER RD NE
22ND AVE
25TH STREET EXTENS
22ND AVENUE EXTENSION
FOR CLOSURE OF CLATTER RD. AT S.P.R.R. AND DELETE FRONTAGE ROAD
CUL-DE-SAC
BURR
DELETE FRONTAGE ROAD
FUTURE BURR INDUSTRY SPUR?
EXACT LOCATION UNKNOWN
K.C.C.S.
FRONTAGE RD
CLATTER
VERDA LN
VERDA LN
FUTURE SALEM INDUSTRIAL DR. CONNECTION
LEGEND
PROPOSED RIGHT-OF-WAY
EXISTING RIGHT-OF-WAY
ALTERNATIVE CENTERLINE
FULL TAKE
PARTIAL TAKE
STRUCTURES WITHIN EXISTING RIGHT-OF-WAY
R
VERD


INTERSTATE 5
CLAXTER RD NE
25TH STREET EXTENSION
HYACINTH ST NE
PORTLAND RD NE

UTURE
ALEM INDUSTRIAL DR.
ONNECTION

RIGHT-OF-WAY
VERDA LN / HYACINTH ST / 25th AVE

FIG. 50C

Revised - 25th St. Ext. Align.
6-18-82 ...
Added BN Industry Spur
1-10-... ...

22nd AVE. EXTENSION
Claxter Rd to Verda Ln.-Hyacinth St.
5-17-07 D.l.f

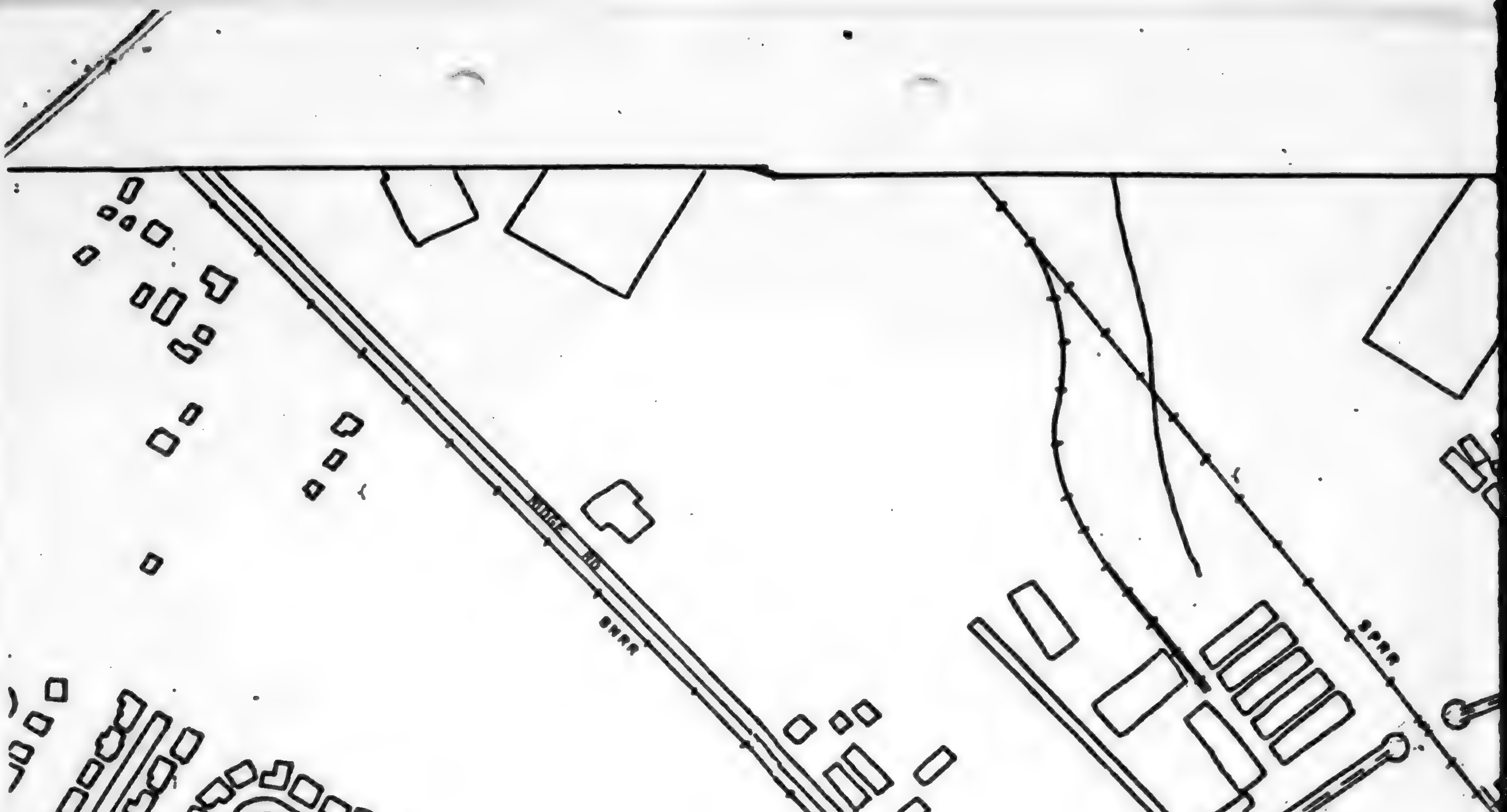
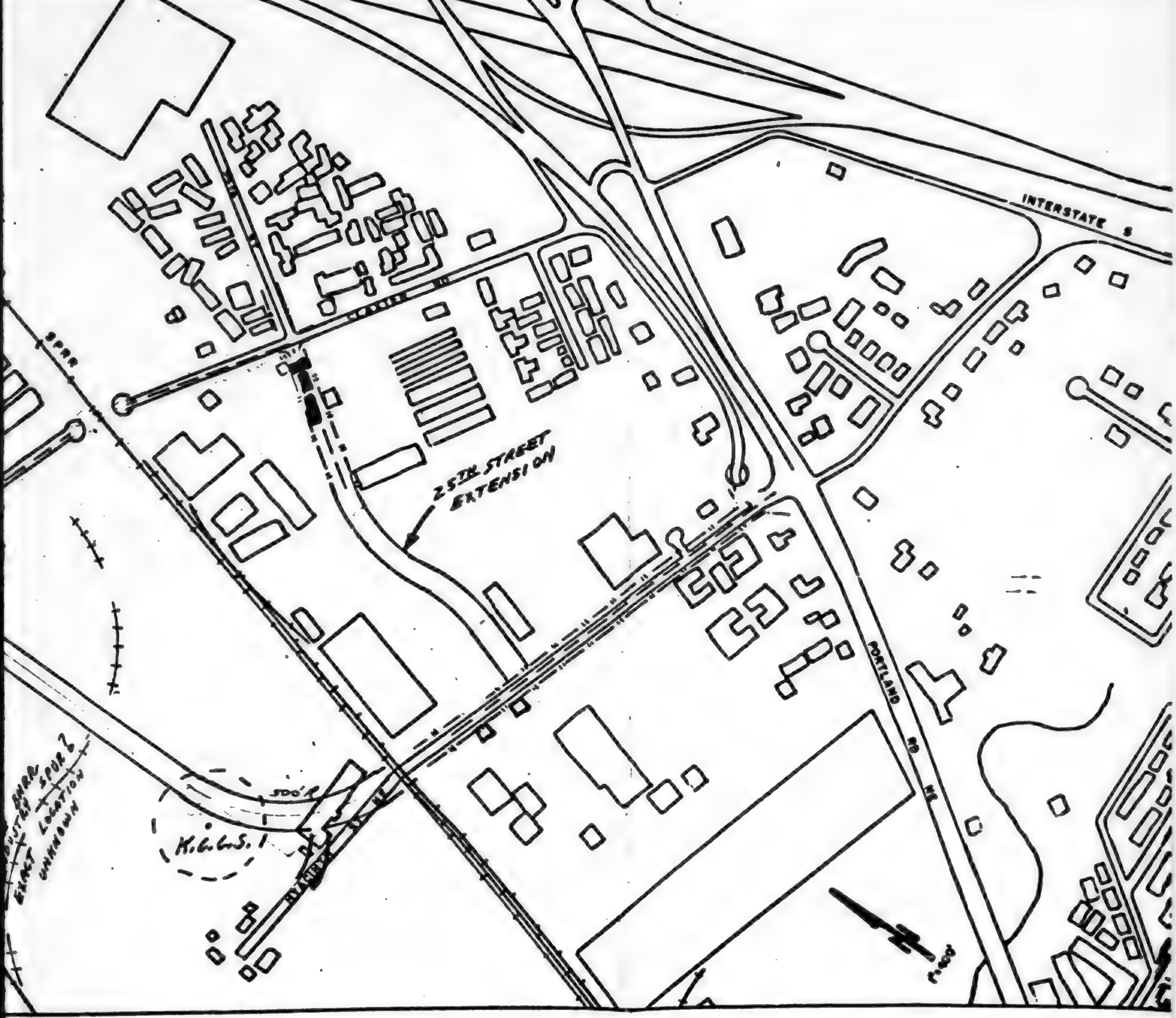

BNRR
SPRR
300' ± R.
BNRR
CLAXTER RD
VERDA LN
FUTURE BNRR INDUSTRY SPUR?
EXACT LOCATION UNKNOWN

FIG. 50A

salem parkway & corollary projects

LEGEND

—■—■— PROPOSED RIGHT-OF-WAY
—·—·— EXISTING RIGHT-OF-WAY
— — — ALTERNATIVE CENTERLINE
■ FULL TAKE
▧ PARTIAL TAKE
▨ STRUCTURES W
EXISTING RIGH


INTERSTATE 5
SPUR
25TH STREET EXTENSION
PORTLAND RD NE
HYACINTH
500'R
K.G.W.S. 1
BNRR SPUR 2
EXACT LOCATION UNKNOWN
NORTH

■ FULL TAKE
▨ PARTIAL TAKE
▨ STRUCTURES WITHIN EXISTING RIGHT-OF-WAY

RIGHT-OF-WAY
25th AVE / CLAXTER RD

CLAXTER ROAD - HYACINTH ST. ROUTE
As Proposed by Arthur James 6-16-82
6-13-82 RWL.

ROAD DESIGN SECTION

DES 16

C. O. Fredrickson
Region 2 Engineer

June 7, 1982

A. D. Olson
A. D. Olson
Preliminary Design Engineer

Salem Parkway
Chemawa Road to Pine Street
Claxter Road Crossing of BNRR

1 Vers [illegible] ✓
Anderson
2 Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 7 1982
ROAD DESIGN SECTION

Project File
Return To
Bring up /
Action

The following comments, estimates and mosaic (included) are submitted as requested in the letter from Marlin Brinkley to you dated May 18, 1982.

The "K" line frontage road was designed to standards that provide for large trucks and also to utilize existing right-of-way. Obviously, large trucks could more easily negotiate flatter curves. If the alignment is to be changed, another alternative might be to move the roadway easterly two to three hundred feet, thereby eliminating the need for reversing curves. We cannot agree that any revision is necessary in order to handle the traffic.

The cost of constructing the proposed "K" line roadway is approximately $82,000. Increasing the radii of the curves would not change the overall length of the roadway, but would increase the right-of-way requirements. The additional right-of-way is estimated to cost approximately $25,000, assuming the house at the northerly end of the roadway would not be damaged. A considerable portion of the recently acquired DeLangh property would not be needed if the roadway is revised or eliminated, and could be declared surplus.

Under "Proposed Alternative Solution for Further Study", the estimated costs for constructing a 22nd Avenue extension from Claxter Road to Verda-Hyacinth Street is as follows:

1. (A) Full improvement (curbs, sidewalks, storm drainage).
Not including Right-of-Way $430,000

1. (B) Turnpike street improvement (open ditches).
Not including Right-of-Way $305,000

(A right-of-way width of 70 feet is adequate for either Alternate A or B.)

2. Cul-de-sac cost for each .... $ 12,000

3. Railroad drop gates .... $ 75,000

4. Changing the location of the cul-de-sac can be accomplished with no change to the estimated cost.

5. Deleting the "K" line provides a comparative cost credit of .... $ 82,000

The estimated net cost of the proposed alternate is:

Construct 22nd Avenue Extension (1B)	$305,000
Construct cul-de-sac each side SPRR	$ 24,000
Construct drop gates at BNRR	$ 75,000
Subtotal	$404,000
Eliminate "K" line frontage road	$ 82,000
Total (not including right-of-way)	$322,000

If you need additional information, please contact us.

MK:ja

Enc.

~~cc J. H. Versteeg~~

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-5-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-1525(3)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80236

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

#9491

7. DATE AUTHORIZATION EFFECTIVE 5/5/82
8. FEDERAL ROUTE NUMBER FAU 1525
9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:
Ridge Drive NE - Pine Street NE (Salem)

11. GENERAL DESCRIPTION OF WORK
Revised PS&E for grade, drain, high type pavement, structures, illumination and traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Temporary & Permanent Pavement
Stiping S.F. $12,000
Remove Striping S.F. $750
State Furnished Software $2,[illegible]00
Water $360
Asphalt Cement Adjustment $130,000
on the job training $6,400
Signal Controller Testing & Turn on $10,675
Bikeway Signs $1,200
Bikeway Striping & Legend S.F. $1,300

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 5/5/82 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $7,887,311 Federal Funds $6,704,190.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAY 17 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | File

Orig 5-17-82

14. DATE 5/5/82
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-5-82

1419

LETTER OF APPRC L AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-1525(3)

2. STATE PROJECT NO.
See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
80236

2A. COUNTY NAME
Marion

6. TO

copy #9491

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
5/5/82

8. FEDERAL ROUTE NUMBER
FAU 1525

9. STATE ROUTE NUMBER
City Street

10. GENERAL LOCATION:
Ridge Drive NE - Pine Street NE (Salem) Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Swan's PR-9 dated 4/29/82 I approve the program change as follows:

1) Change project name to: "Ridge Drive NE - Pine Street NE (Salem) Section."
2) Change project location to: "Chemawa Road Interchange - Pine Street (Salem)."
3) Change mileage to: "3.205 miles."
4) Change Class of work to: "Grade, drain, high type pavement, structure, illumination and traffic signals."
5) Add appn. code: "580."

RECEIVED
STATE HWY ENGR
MAY 17 '82
REFER TO
[illegible]
FOR
Info | Inves | R/D | D.R | Sign | Act | File

Orig to
5-17-82

14. DATE
5/5/82

15. SIGNATURE OF APPROVING OFFICIAL
G. K Hossner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-73)
PREVIOUS EDITIONS MAY BE USED

No 19

Salem Parkway

1

2

RECEIVED

1982

ROADWAY DESIGN SECTION

ROW 18-2

April 20, 1982

Mr. D. A. Bell
Chief Engineer - Region
Burlington Northern Railway
Public Works - Central Bldg.
810 Third Avenue
Seattle, WA 98104

Chemewa Interchange-Pine Street NE
(Salem) Section
Salem Parkway
Marion County
ROW File 52415

REFERRED TO
Beard Stoudenmeyer
Cole Mann
[✓ Erikson] JTE. Watson
Hager Dorn Leu
Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

ATTN: Leo L. George

Dear Leo:

Reference is made to your April 16 letter in which you indicated that you will need to obtain clearance from your Maintenance-of-Way Unions for the state to construct the bridge and the shoofly grade. You requested some quantities involved in the work.

The following quantities relate to the construction of the shoofly:

Excavation	6,650 Cu. Yds.
Sub-Ballast	1,850 Tons

The following quantities relate to the construction of the structure:

Concrete	1,200 Cu. Yds.
Concrete Piling	3,320 Lin. Ft.
Reinforcing Steel	206,000 Lbs.
Excavation (Structural)	3,000 Cu. Yds.
Structural Steel	270,000 Lbs.
Backfill	1,800 Cu. Yds.

I hope that this information will satisfy your needs. We would like to get this project worked up. We have not, by the way, received any comments from your St. Paul office regarding my March 10 letter which transmitted information regarding the design of the structure. If you can encourage them to respond, I would appreciate it.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/llr
bc: Walt Hart, Hal Versteeg

Salem Parkway

BURLINGTON NORTHERN RAILROAD

800 Central Building
Seattle, WA 98104

April 16, 1982

1 Versteeg ✓
✓ Anderson
Adam
Sullivan
Do Not
Return To
Bring Up ✓
Action

RECEIVED
APR 19 1982
ROAD DESIGN
SECTION

Mr. Roger D. Trygstad, P.E.
Railroad and Utility Engineer
Highway Division
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Trygstad:

With reference to the project Chemawa Interchange-Pine Street Northeast (Salem) Salem Parkway, Marion County, right-of-way File 52415 as it affects the Burlington Northern facilities and the construction of a new railway bridge:

It will be necessary that the Burlington Northern obtain clearance from its Maintenance-of-Way Unions for the state to construct the bridge and to construct the shoofly grade.

I therefore would need some grading quantities for the construction of the shoofly fill, and I will need concrete quantities, steel quantities and tonnage for the structure. I will need rebar quantities, excavation and backfill quantities, and things of this nature so that this can be presented to the maintenance-of-way people for approval by them for the state to do the work.

Would appreciate receiving that from you as soon as possible.

Sincerely,

D. A. Bell
Chief Engineer Region

Gave Quantities for Rdwy. and Bridge to R. Trygstad
4-20-82 F. Eriksen

By: L. L. George
Engineer Public Works

LLG/safi,16

cc: Mr. R. J. Seeley
Mr. E. J. Currie

File: Proposed Overhead Bridge, Salem Parkway, Bush, Oregon - 6

XC: Fred Eriksen, Rd Design — Please work with Bridge People to give me the info requested. ASAP

I have a copy, Don,
Fred

RECEIVED
APR 19 1982
RR & UTILITY UNIT

9619 — Salem Parkway

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

March 17, 1982

1 Versteeg ✓
Anderson
3 Adams
2 Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 18 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring up ___/___/___
Action

Mr. Ray Althaus
Fred Meyer, Inc.
3800 S.E. 22nd Street
Portland, OR 97242

RE: Salem Parkway 770355
Chemawa Road to Pine Street Section
Broadway Street Intersection Design
Fred Meyer North Salem Signal Relocation

Dear Mr. Althaus:

Your letter of February 12, 1982, requested detailed drawings of the traffic signal relocation. By letter of March 3, 1982, I transmitted a preliminary drawing of the new driveway and traffic signal location, and the closing of the existing driveway.

Attached are xerox portions of the construction contract plans for the driveway relocation and new traffic signal construction. The traffic signal will be activated by detector loops located under the pavement on the Fred Meyer driveway approach. The City will be transmitting easement documents to you for permission to construct, operate, and maintain these traffic signal facilities on Fred Meyer property. ← * } not so, per discussion w/R.W. Lambert.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Marlin D. Brinkley
Marlin D. Brinkley, P.E.
City Engineer

Erickson.

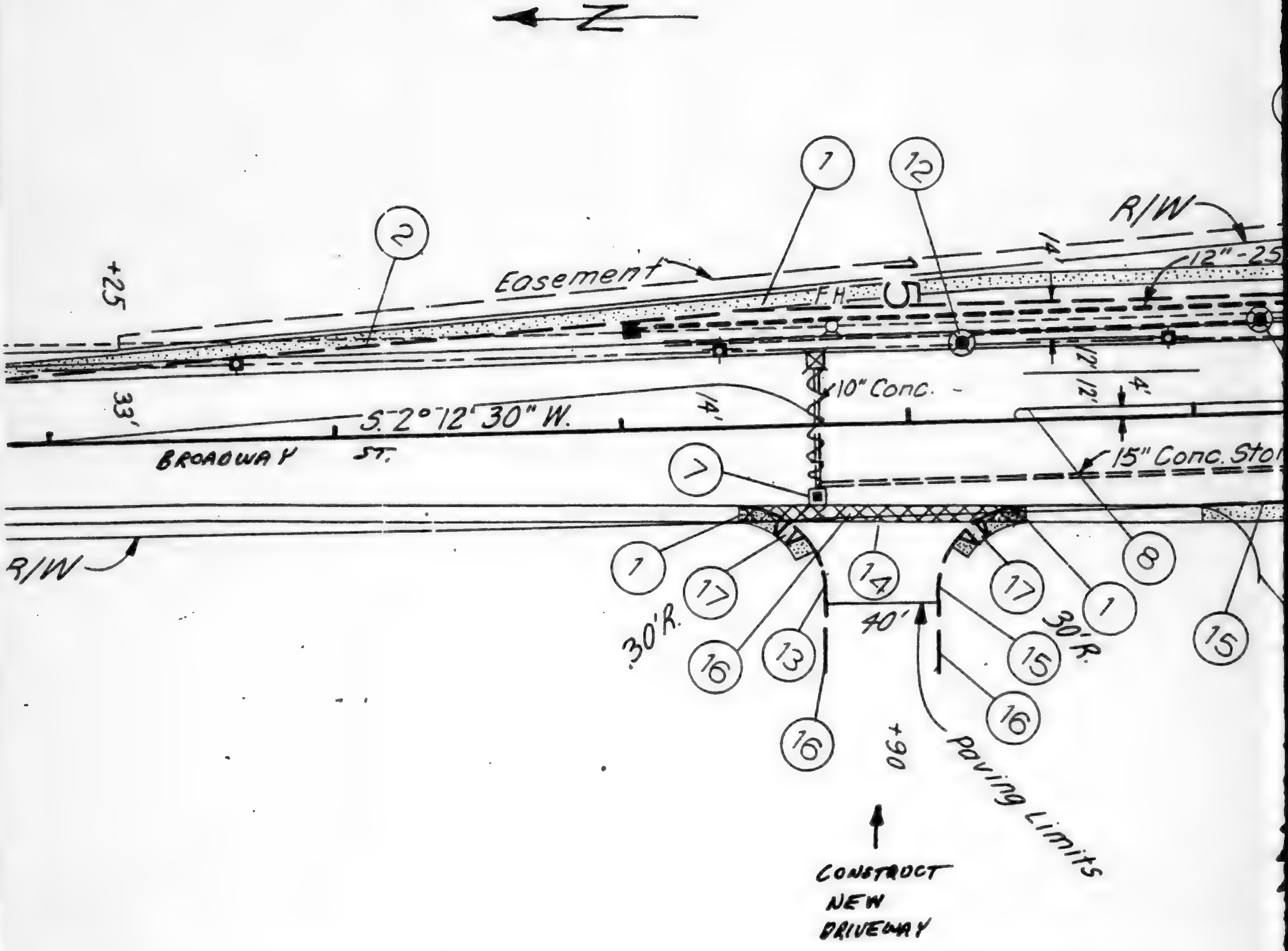
NOTED
F. ERIKSEN

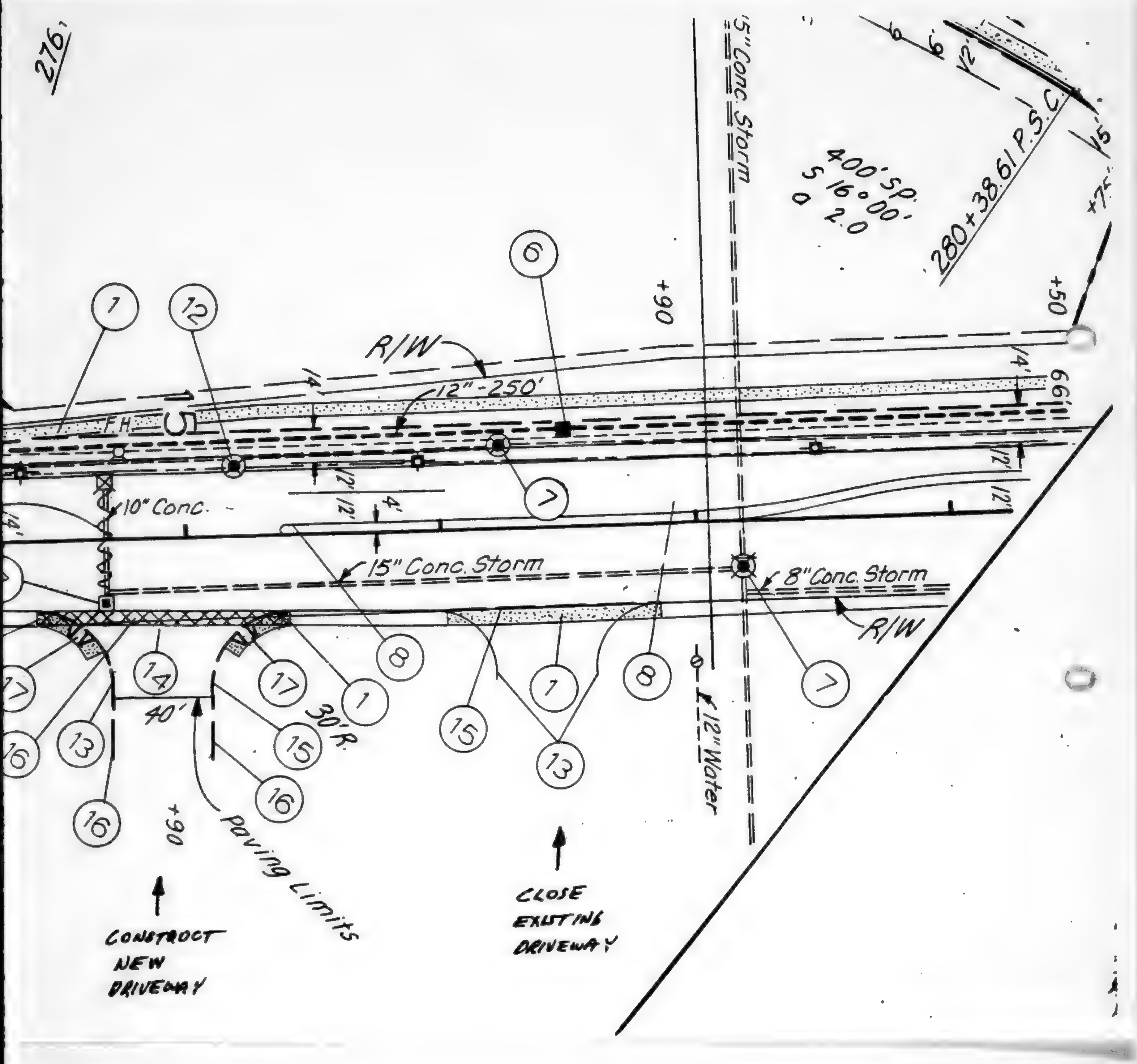
MDB:RWL:ds
Enclosure

cc: Larry Glassock, Real Estate Supervisor
C.O. Fredrickson, O.S.H.D. Preliminary Design
✓ Marlowe Krohn, Senior Designer, O.S.H.D. Preliminary Design
Ralph Lambert, Project Engineer
Dough Van Dyke, Traffic Administrator

* Discussed with city; They are preparing no documents and, based on Fred Meyer's previous letter agreeing to proposed drwy, believe no easement will be needed. MKrohn 3-19-82

276,


N
R/W
Easement
12"-25
F.H.
+25
33'
14'
12'
12'
4'
10" Conc.
S. 2° 12' 30" W.
BROADWAY ST.
15" Conc. Sto
R/W
1
2
12
7
8
1
17
16
13
14
40'
17
15
1
16
16
15
30'R.
30'R.
+90
Paving Limits
CONSTRUCT NEW DRIVEWAY


15" Conc. Storm
400' SP.
S 16°00'
D 2.0
280+38.61 P.S.C.
+75
+50
+90
R/W
12"-250'
F.H.
10" Conc.
15" Conc. Storm
8" Conc. Storm
R/W
12" Water
30'R.
+90
Paving Limits
CONSTRUCT NEW DRIVEWAY
CLOSE EXISTING DRIVEWAY

Const. P.C. Conc Walk
(For Details See Sheet 2)

(2) Const. Type "A" Curb
(For Details, See Sheet 2J)

(3) Const. Manhole
Const. Type "CG-2" Inlet - 3 (Total)
Inst. 12" Sewer Pipe - 350' (Total)
Inst. 21" Sewer Pipe - 400'
Tr. Exc. 441 C.Y.

(4) Const. Manhole - 2 (Total)
Const. Type "CG-2 Inlet - 3 (Total)
Inst. 12" Sewer Pipe - 200' (Total)
Inst. 24" Sewer Pipe - 700' (Total)
Tr. Exc. 595 C.Y.

(5) Const. Manhole
Const. Type "CG-2 Inlet - 6 (Total)
Inst. 12" Sewer Pipe - 486' (Total)
Inst. 24" Sewer Pipe - 400'
Tr. Exc. 580 C.Y.

(6) Const. Manhole
Const. Type "CG-2" Inlet - 4 (Total)
Inst. 12" Sewer Pipe - 570' (Total)
Inst. 24" Sewer Pipe - 400' (Total)
Tr. Exc. 727 C.Y.

(7) Adjust Manhole - 5 (Total)
Adjust Inlet - 2 (Total)
Remove Extg. Inlet - 2 (Total)
Abandon 10" Sewer Pipe - 45'
(For Details, See Sht. 2D-2)

(8) Painted Traffic Markers (By Others)

(9) Const. Sound Barrier Mound
Const. Sound Barrier Wall
Earthwork Incl. In Main Roadway
(For Details See Sheet-2H)
(For Drg. No. See Sheet 1)

(10) Const. Guard Rail - 1200' (Type 2A)
(10A) Const. Anchor (Type 1)
(10B) Inst. End Piece (Type C)

(11) Curb Ending
Drg. No. 2077

(12) Adjust Tele. Manhole

(14) Const. A.C. Approach

(15) Const. Type "C" Curb
(For Details, See Sheet 2C)

(For Details, See Sheet 2J)

③ Const. Manhole
Const. Type "CG-2" Inlet - 3 (Total)
Inst. 12" Sewer Pipe - 350' (Total)
Inst. 21" Sewer Pipe - 400'
Tr. Exc. 441 C.Y.

④ Const. Manhole - 2 (Total)
Const. Type "CG-2 Inlet - 3 (Total)
Inst. 12" Sewer Pipe - 200' (Total)
Inst. 24" Sewer Pipe - 700' (Total)
Tr. Exc. 595 C.Y.

⑤ Const. Manhole
Const. Type "CG-2 Inlet - 6 (Total)
Inst. 12" Sewer Pipe - 486' (Total)
Inst. 24" Sewer Pipe - 400'
Tr. Exc. 580 C.Y.

⑥ Const. Manhole
Const. Type "CG-2" Inlet - 4(
Inst. 12" Sewer Pipe - 570' (To
Inst. 24" Sewer Pipe - 400' (To
Tr. Exc. 727 C.Y.

⑦ Adjust Manhole - 5 (Total)
Adjust Inlet - 2 (Total)
Remove Extg. Inlet - 2 (Total)
Abandon 10" Sewer Pipe - 45'
(For Details, See Sht. 2D-2)

⑧ Painted Traffic Markers (By Others)

⑨ Const. Sound Barrier Mound
Const. Sound Barrier Wall
Earthwork Incl. In Main Roadway
(For Details See Sheet-2H)
(For Drg. No. See Sheet 1)

⑩ Const. Guard Rail - 1200' (Type 2A)
(10A) Const. Anchor (Type 1)
(10B) Inst. End Piece (Type C)

⑪ Curb Ending
Drg. No. 2077

⑫ Adjust Tele. Manhole
(By Others)

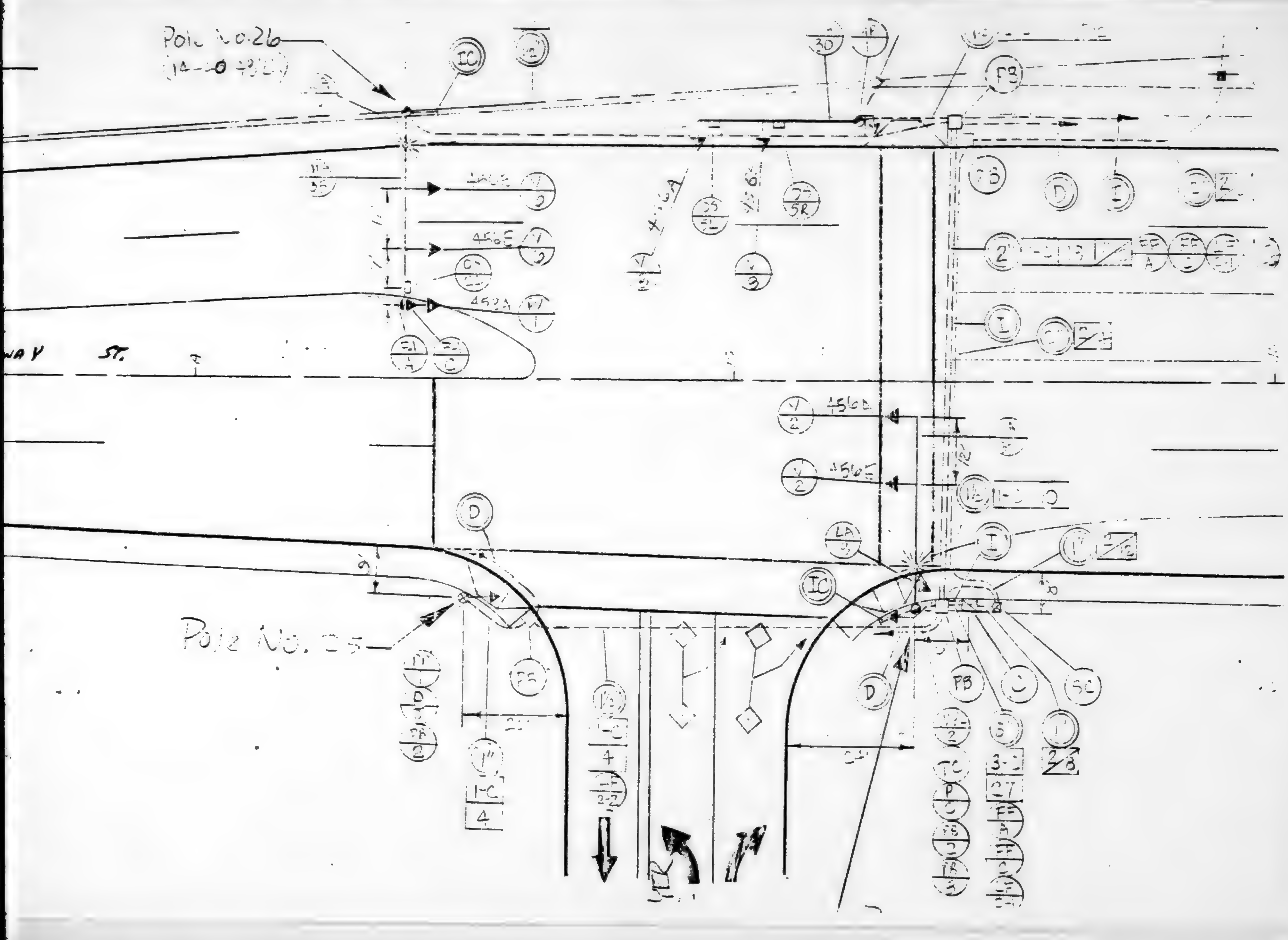
⑬ Remove Ext'g. Sidewalk
Remove Ext'g. Curb

⑭ Const. A.C. Approach

⑮ Const. Type "C" Curb
(For Details, See Sheet 2C)

⑯ Const. Drainage Curb - 50' (Total

⑰ Const. Sidewalk Ramps - 2 (Tota

Pole No. 26
Pole No. 25
WAY ST.
456E
456E
452A
456D
456E
IC
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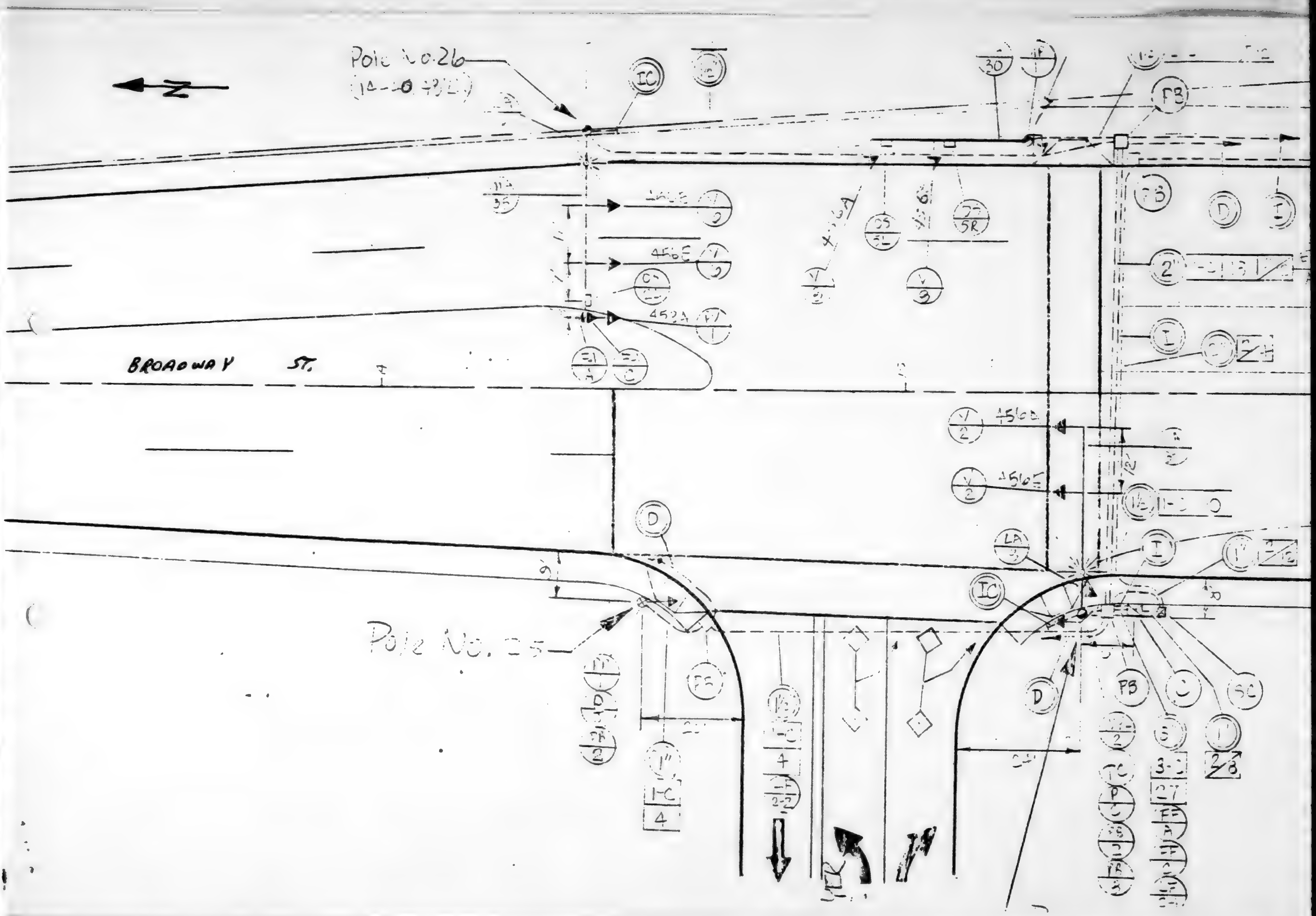
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Pole No. 25
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Salem Parkway

ROAD DESIGN SECTION

DES 16

Phil Stearns
Federal-aid Specialist

March 2, 1982

Fred Eriksen
Fred Eriksen
Design Supervisor

Chemawa Interchange-Pine Street Section
Salem Parkway
Marion County

1 Versteeg ✓
2 Anderson
Adams
3 Olson
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MAR 3 1982
ROAD DESIGN SECTION

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The following is our response to City Engineer Brinkley's January 28, 1982 letter to you. Our numbered replies are to be matched with the City's numbered comments.

1. We have changed the Type C curbs to Type A curb and gutter (City standard).

2. After discussion with Mr. Lambert (by phone), we will be using Highway Division standard manholes (with key lock joints on precast) and City of Salem standard covers.

3. The catch basins at curb lines will be changed from G-2 (no side inlet) to CG-2 (side inlet), State standard. The City side inlet is about one-fourth as efficient as the State G-2 inlet and to use it, we would have had to redesign the storm drain system. Our Hydraulics Section ran an analysis on the cast grate efficiency for us. Mr. Lambert indicated it was not the City's intention that we redesign the system.

4. The special provisions will advise the contractor to protect the 42-inch water line in Claxter Road.

5. We have connected the 8-inch sanitary sewer (which crosses the Parkway near Station 208) to the 20-inch sanitary sewer (which crosses near Station 210) with an 8-inch pipe on the east side of the Parkway, eliminating the diagonal 8-inch pipe replacement.

6. We have added the sewer abandonments in Shady Lane, Pleasant View Drive, Candlewood Drive and Brooks Street as indicated on Sheets 8 and 9 of the returned plans.

7. We will determine the two 24-inch steel pipes' elevation and their position relative to our storm sewer pipe and advise the City if there is a conflict.

8. We have added the existing sanitary sewers to Sheet 13 as shown on plans returned by the City.

9. The existing 66-inch sanitary sewer at Station 295 has been added to Profile Sheet 13A.

10. Sheet 14 has been revised to show the Parkway connections to Liberty and Commercial Streets preferred by the City.

We have made cost estimates for the alternates requested, as follows:

Alternate 1

Install 100 feet of 48-inch pipe connecting to manhole at Station 281+85 and increase pipe size to outfall to handle an additional 60 cfs. Pipe size increased from 30-inch to 48-inch and 60-inch pipe.

Additional Cost - $231,000

Alternate 2

Install 200 feet of 48-inch pipe across the roadway at Station 282+30 parallel to the existing 48-inch sanitary sewer.

Cost - $ 22,300

We would appreciate a reply from the City as soon as possible on which alternate to include in the plans.

We are widening the 5.5-foot planting strip between the curb and sidewalk, from Cherry Avenue to Commercial Street, to 10 feet where practicable. An irrigation support system will be included in the landscaping plans.

The concrete traffic islands at Cherry Avenue, Broadway and Liberty Streets will be paved with a patterned concrete surfacing as requested.

The following explanations are directed to notations on the plans returned to Final Design by the City of Salem:

Sheet 3: The cul-de-sac terminating Ridge Drive and the sewer manhole to allow abandonment of a short portion of the sewer line will be included in work to be done under the Interchange contract.

All the cul-de-sacs have been changed to a 38-foot inside radius and 50-foot outside radius.

Sheet 7. The cul-de-sacs on Claxter Road will be shown to be constructed on a later contract.

Sheet 8. We would like to have an accurate sketch showing the proposed location of the 54-inch sanitary sewer which will cross the parkway at about Station 207+40, so we can show it on the plans.

Sheet 12. The pond will be shown on Sheet 5.

Sheet 13. Noise mitigation for the church left of Station 285+50 will be handled on a separate contract.

Sheet 14. The construction work shown on Tryon Avenue between Commercial Street and Front Street has been deleted. The existing water and sewer lines and proposed revisions and additions have been noted.

Sheet 15. The paving limits on Commercial Street have been extended southerly from Hickory Street to Pine Street.

The 12-inch water line on the east side of Liberty Street has been added.

FE:ja

cc Gerald Wimer

Salem Parkway

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
16422

March 1, 1982

Byron Meadows, Senior Planner
Mid-Willamette Valley Council of Government
220 High Street NE
Salem, OR 97301

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2 [illegible] all.
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ROAD DESIGN
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Noise Mitigation
Four Square Gospel Church
Chemawa Interchange-Pine Street
(Salem) Section
Salem Parkway
BR 16422

We have started preliminary design work on noise mitigation at the subject church. In checking through the EIS documents and letters, the noise mitigation of this particular structure is rather vague.

We contacted the Pastor, Dr. Raymond L. Cox, and found that he was unaware of any work to be done on the church. We suggested that any questions regarding the project be handled through you.

Before any preliminary design work can be done, we must define what areas in the church, nursery rooms and classrooms are impacted. After such areas have been defined, we will take steps to provide a ventilation system for these areas as recommended. We understand that Seton, Johnson and Odell, Inc. were responsible for the noise study report on this project. It may be appropriate to ask them if they had any specific recommendations on impacted areas and recommended remedial steps.

A situation such as the noise mitigation at the church makes it rather difficult on our design staff when the owner has no prior knowledge of the decision on noise mitigation. We have halted design work on the noise mitigation at the Four Square Gospel Church until a better definition of the areas to be treated for noise mitigation has been defined.

ORIGINAL SIGNED
WALTER J. HART

Walter J. Hart, P.E.
Bridge Engineer

cc: J. H. Versteeg
Gary Potter

Form 734-3122

9617

Salem Parkway

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

February 17, 1982

C.O. Fredrickson, Region Engineer
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: Salem Parkway 770355
Chemawa Road to Pine Street Section
Fred Meyer North Traffic
Signal Relocation on Broadway Street

Dear Mr. Fredrickson:

Attached is a letter dated February 12, 1982 from Fred Meyer, indicating agreement to relocation of their traffic signal on Broadway Street.

Please proceed to revise your contract plans to incorporate this revision.

Please provide us the engineered, detailed, drawings so we may forward them to Fred Meyer.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Marlin D Brinkley
Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL:ds
Attachment

cc: Ralph W. Lambert, Project Engineer
Lew Garrison, Traffic Design Engineer
Larry Glassock, Real Estate Supervisor
Cliff Lehman, OSHD Resident Engineer
✓Marlowe Krohn, OSHD Preliminary Design

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Return Discuss Do File Due
BY FINAL DESIGN ENGINEER

Copies sent to Region 2/23/82
(& to Final Design previously)

Lambert has copies & presumeably is satisfied — he was to ask if he needed anything else. 2/25/82

Fred Meyer
ONE STOP SHOPPING CENTERS

3800 southeast 22nd avenue, p.o. box 42121, portland, oregon 97242 • telephone (503) 235-8844 • TLX 360415

February 12, 1982

Marlin D. Brinkley, P.E.
City Engineer
555 Liberty Street S.E.
Salem, OR 97301

RE: Salem Parkway 770355
Broadway Street Intersection
Fred Meyer North Salem Signal

Dear Mr. Brinkley:

We agree that the relocation of the traffic signal 150' north of its existing location would add to the left turn storage area, and does not appear to be detrimental to our access. We would like to see an engineered, detailed, drawing of the new proposal so that we can work on our parking and traffic flow layout.

We understand the City will be picking up the cost of these changes and at this time we see no real problem with this project.

Sorry for the delay in getting this information back to you.

Very truly yours,

Ray J. Althaus

Ray J. Althaus
Project Engineer

RJA:sah

cc: Bruce Schafer, City Traffic Engineer
Ralph Lambert, Project Engineer
C. O. Fredrickson, OSHD Region 2 Engineer
Marlowe Krohn, Senior Designer, OSHD Preliminary Design
Larry Glassock, Real Estate Supervisor

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FEB 16 1982
City of Salem Public Works

9617

Salem Parkway

Don Adams

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

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MAR 1 1982
ROAD DESIGN SECTION

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Recd
2/11/82
A.

January 28, 1982

Phil Stearns, Federal Aid Specialist
Oregon State Highway Division, Region 2
E. Salem Highway Building
2960 E. State Street
Salem, Oregon 97310

Region Recommendations
We agree with all ✓ items

RE: Salem Parkway 770355
Chemawa Road to Pine Street Section
Preliminary Contract Plan Review

Dear Mr. Stearns:

This is in reply to your letter of December 22, 1981.

Enclosed is a set of plans with the City's review and comments shown thereon. Most of our comments fit into the following categories:

Use Type 'A' Curb & Gutter. Pave at same slope as main roadway

1. Change all Type C curbs to Type A curb and gutter. Curb and gutter is the current City Standard for relatively flat grade streets (less than 1% grade). This will reduce the portion of shld. to 4.5' & make it extremely difficult to pave at slope other than main roadway [illegible]

✓

2. Change manholes from OSHD Standard to City of Salem Standard so the City can easily replace lost or damaged covers. 2-18-82 Lambert said OK to use OSHD but call for city cover. Gettis

3. Change catchbasins from OSHD Type G-2 (no side inlet) to City of Salem Standard Type 2 (side inlet) catchbasins. This will also allow the City to readily replace broken or stolen grates. Use CG-2 Inlets - City O'Kd. Gettis

4. Sheet 7 shows the City's 42" water line in Claxter Road. Please include warnings in the Special Provisions for the contractor to use care not to damage the water line. Not only would a large number of people be out of water, it would not help the contractor's construction activities either.

✓ 5. The City has added an existing 20" sanitary sewer to plan sheet 8 near Station 210. We understand from Bob Gettis, OSHD Final Design, that the 8" sanitary sewer east of the Parkway vicinity Station 208 is to be connected to the City's 20" sanitary sewer at approximately Station 210, on the east side of the Salem Parkway, instead of the diagonal replacement shown on the plans.

✓ 6. On sheets 8 and 9, we have noted various 8" sanitary sewer abandonments in Shady Lane, Pleasant View Drive, Candlewood Drive, and Brooks Street. This 8" line has been replaced by the new 15" sanitary sewer shown on the plans. The City will be making a few minor connection services, etc., from the old 8" sanitary sewer to the new 15" sanitary sewer.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
FEB [illegible] 1982
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

7. Sheet 11 shows two existing 24" steel pipes crossing Cherry Avenue at the Salem Parkway Intersection. These pipes go from the former Harvey Aluminum plant east of the Burlington Northern tracks to the Willamette River. The City is studying possible future uses for these two pipes. Please do not cut them when installing storm drainage etc., at the Cherry Avenue - Salem Parkway Intersection.

8. We have added two existing sanitary sewer lines to sheet 13. This sheet also needs the channelization clarified on the south leg of the intersection. The cul-de-sacs should be revised to a 38' curb radius.

9. We have shown the City's 66" sanitary sewer in Commercial Street on sheet 13A (prof. 6). This should be shown in order to explain the storm drain profile shown. The contractor should take great care not to damage this sewer which serves 2/3 of Salem.

10. Sheet 14 is shown as "under review and subject to change". This sheet needs to be revised per the City's letter of December 8, 1981 approving OSHD Alternate II. Subsequent conversations with OSHD Final Design indicates this sheet has been revised since the December 22, 1981 plans were printed.

The City has an existing 15" storm drain system shown on plan sheets 12 and 13 which crosses the Salem Parkway at Station 278 + 50. This system is far too small to handle the runoff. Our calculations show that it should be a 48" pipe at this location. The City has a budgeted project to improve this existing 15" storm system. With the pending construction of the Salem Parkway, we would like to at least get a 48" crossing of the Salem Parkway in place prior to opening the Parkway to traffic.

The present alignment of the 15" storm drain bisects the Capitol Lumber/Strickfadden property, and crosses Fred Meyers parking lot at the front edge of their store. Replacement along the existing path would not be easy. It appears an alignment next to the existing 48" sanitary sewer north of Bliler would be easier to construct.

We have developed two alternatives that we are considering asking to be included in the Salem Parkway contract, subject to cost estimates and available City funds, namely: It appears Alt. 1 would cost tax payors less in long run
C. Lehman

Alternative No. 1

Install 100 l.f. of 48" storm crossing Salem Parkway at Station 281 + 85, flowing into manhole No. 5, plan sheet 13. This pipe would carry 60 CFS. The flow line elevation of the 48" at manhole no. 5 would be 124.00 and install at minimum slope. The 30" storm drain shown on the contract plans from manhole no. 5 to the Willamette River would need to be increased in size to handle this additional water, probably to a 54" or 60" pipe. The Salem Parkway storm drainage from Broadway to the Willamette River would need to be lowered approximately 3 1/2 feet to accomodate this design.

Please furnish Phil Stearns
estimates for these two alternatives

Alternative 2

Install 200 L.F. of 48" storm across the Salem Parkway and Broadway Street 10 feet (centerline to centerline) north of and parallel to the existing 48" sanitary sewer, which crosses Broadway Street at Salem Parkway Station 282 + 40. No manholes are needed. The elevation of the 48" pipe would be as needed to have it cross under the 30" storm drain that crosses Broadway Street as part of the proposed Salem Parkway construction.

Please provide us cost estimates for the additional costs to the Salem Parkway construction for Alternate 1 and for Alternate 2. Our preference is to do Alternate 1 if we can afford it. If not, we are looking at Alternate 2 as a minimum solution. After we receive these cost estimates, we will advise you how we desire to proceed.

The City Parks staff and State Highway Landscape Design met on January 27, 1982 to review the proposed landscape design concepts for the Salem Parkway project. A major noted problem identified is the 4000 L.F. section between Cherry Avenue and Commercial Street. This section is proposed for 5.5' wide planting strips between the curb and sidewalk along each side. The Parks/Landscape staff say there are only 3± species of trees that could be planted in this narrow a strip and be columnar enough to not interfere with the bikelane and sidewalk. In order to allow more tree variety, we recommend increasing the planter strip width to 10 feet in areas where we have surplus land anyway, specifically:

Cherry Avenue - For 200'± each side of the Salem Parkway Intersection

Salem Parkway - From Cherry Avenue westerly to the Strickfadden/Capitol Lumber property near Station 270

Salem Parkway - From Broadway to Commercial Street except narrow as necessary to avoid acquisition from Four Square Gospel Church on Broadway

An irrigation support system will be necessary from Cherry Avenue to Commercial Street.

The traffic inslands at Cherry Avenue, Broadway and Liberty streets are to be paved with brick pattern concrete surfacing. Is the expense justified for those isolated locations?

Thank you for the opportunity to review these plans.

Very truly yours,

DEPARTMENT OF PBULIC WORKS

Marlin D Brinkley
Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL:ds
Enclosures

cc: Ronald J. Merry, Director of Public Works
Rosalind A. Daniels, Assistant Director of Public Works
Ralph Lambert, Project Engineer 588-6211 City Hall
Bruce Schafer, Traffic Engineer

cc Don Adams w/attached set of plans
Cliff Lehman's notes are in red
Please comply with Brinkley's
requests as modified by Region
comments in left margins
G Wimer

cc Cliff Lehman wo/attach
Gary Zehner " "
G Wimer w/attach

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F. ERIKSEN

9617

STATE OF OREGON **INTER-OFFICE MEMO**

Salem Parkway

TO: J. H. Versteeg
Road Design Engineer

DATE: January 8, 1982

FROM: Perry A. Crosley
Region II Property Agent

SUBJECT: Chemawa Road Interchange-~~Pine Street~~
(Salem Section)
FAU: 1525, Salem Parkway
Marion County

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We will not have sufficient time to auction off the improvements. Here is a list of several improvements that need to be placed in the construction contract for the contractor to remove:

File 47478, small commercial building, 3355 Cherry Ave., approximate Engr. Sta. "Ch. Ave." 3+50 right side;

File 44565, house and attached garage, 515 Bliler Ave., approximate Engr. Sta. 282+50 left side;

File 44573, house and attached garage, 390 Bliler Ave., approximate Engr. Sta. 289+00 centerline.

File 44588, house and attached garage, 363 Tryon Ave., approximate Engr. Sta. 291+00 centerline.

PAC:lj

REFERRED TO
Beard Staudenmeyer
Cole Mann
Eriksen P.E. Watson
Hager Dorn Leu
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BY FINAL DESIGN ENGINEER

Contains Recycled Materials
81-125-1387

SP*75603-125

9-19

Salem

ROAD DESIGN SECTION

DES 16

Leonard L. Wallace
Assistant Bridge Engineer

Fred Eriksen

Fred Eriksen
Design Supervisor

Chemawa Int.-Pine St. N.E. (Salem) Section
Salem Parkway
Marion County
Prefix 324-1941

November 27, 1981

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Attached are xerox copies (legal size) of the Parkway plan (and profile) showing the location of three sound walls to be constructed. The wall locations are:

1. Station 190 to 196 Right. — changed to landscape & fence see attached DL.
2. Station 254+30± to 256 Right.
3. Station 268+60 to 271+50 Right.

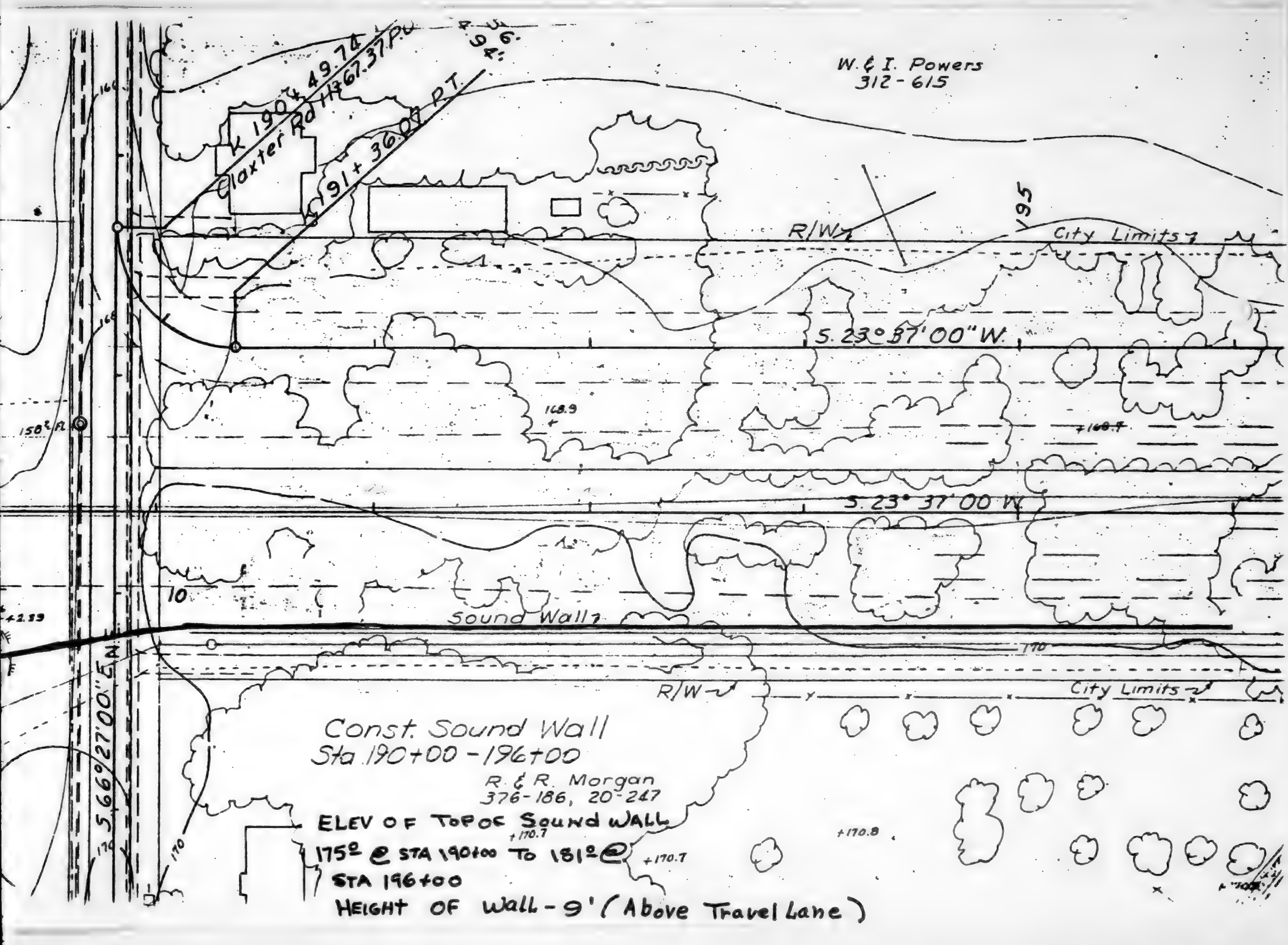
Please furnish detail plans to be included with contract plans for the project. The schedule calls for completion of PS&E documents about February 1, 1982.

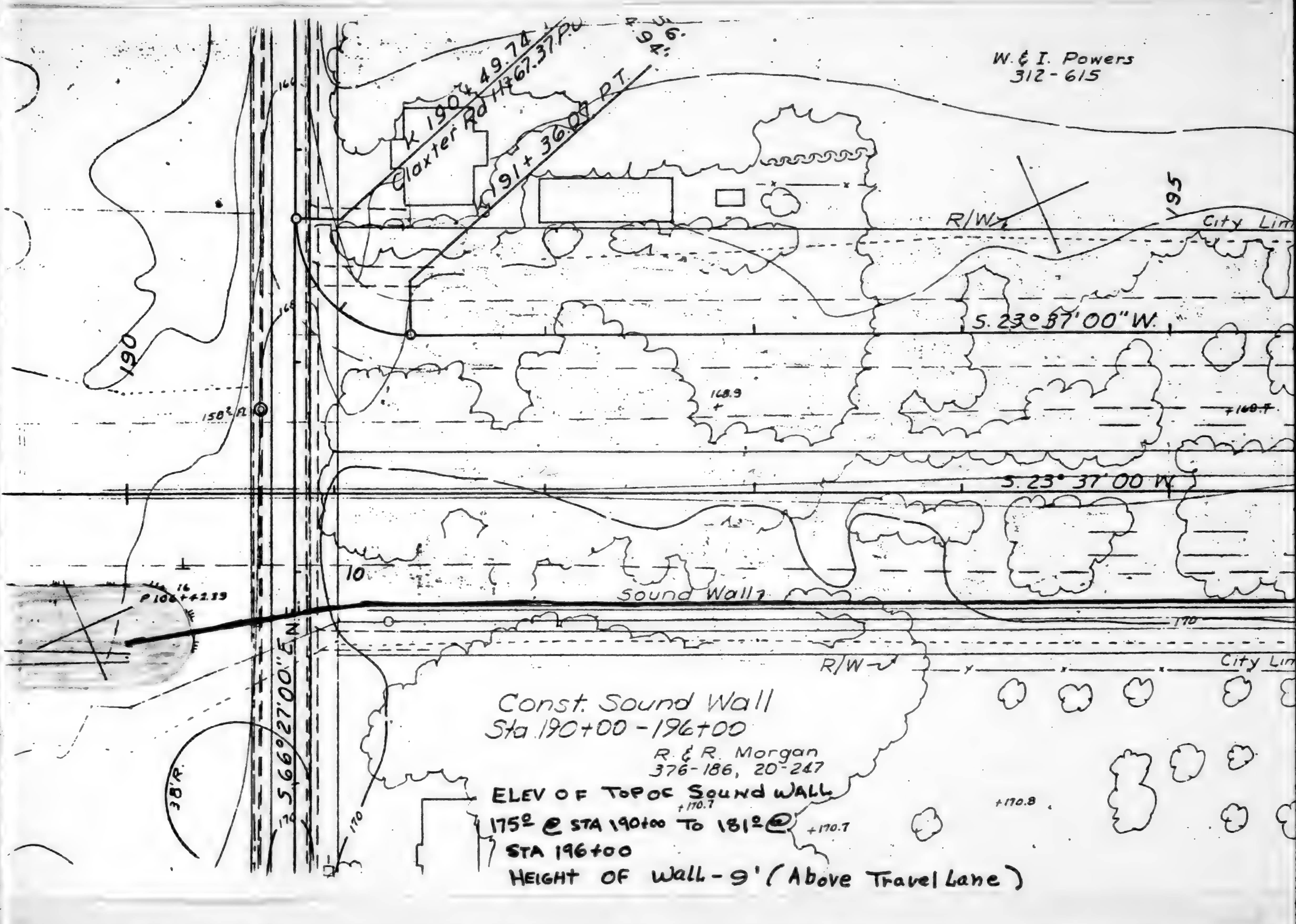
FE:ja

Attachments

changed to landscape & fence DL 12/23/81

1. "Justified" as visual & noise screen — being reviewed DL 12/3/81
2. shields daycare center — \$7000/dBA/dwelling unit
3. \$1900/dBA/dwelling unit


W. & I. Powers
312-615
K 190 + 49.74
Claxter Rd H+67.37 P.C.
191 + 36.07 P.T.
195
R/W
City Limits
S. 23° 37' 00" W.
168.9
+168.7
S. 23° 37' 00 W.
150² Rt.
S. 66° 27' 00" E.
10
Sound Wall
170
R/W
City Limits
Const. Sound Wall
Sta. 190+00 - 196+00
R. & R. Morgan
376-186, 20-247
ELEV OF TOP OF SOUND WALL
+170.7
175⁰ @ STA 190+00 TO 181⁰ @
+170.7
+170.8
STA 196+00
HEIGHT OF WALL - 9' (Above Travel Lane)


W. & I. Powers
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K 190+49.74
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6.
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R/W
City Lim
S. 23° 37' 00" W.
S. 23° 37' 00 W.
190
158² R
168.9
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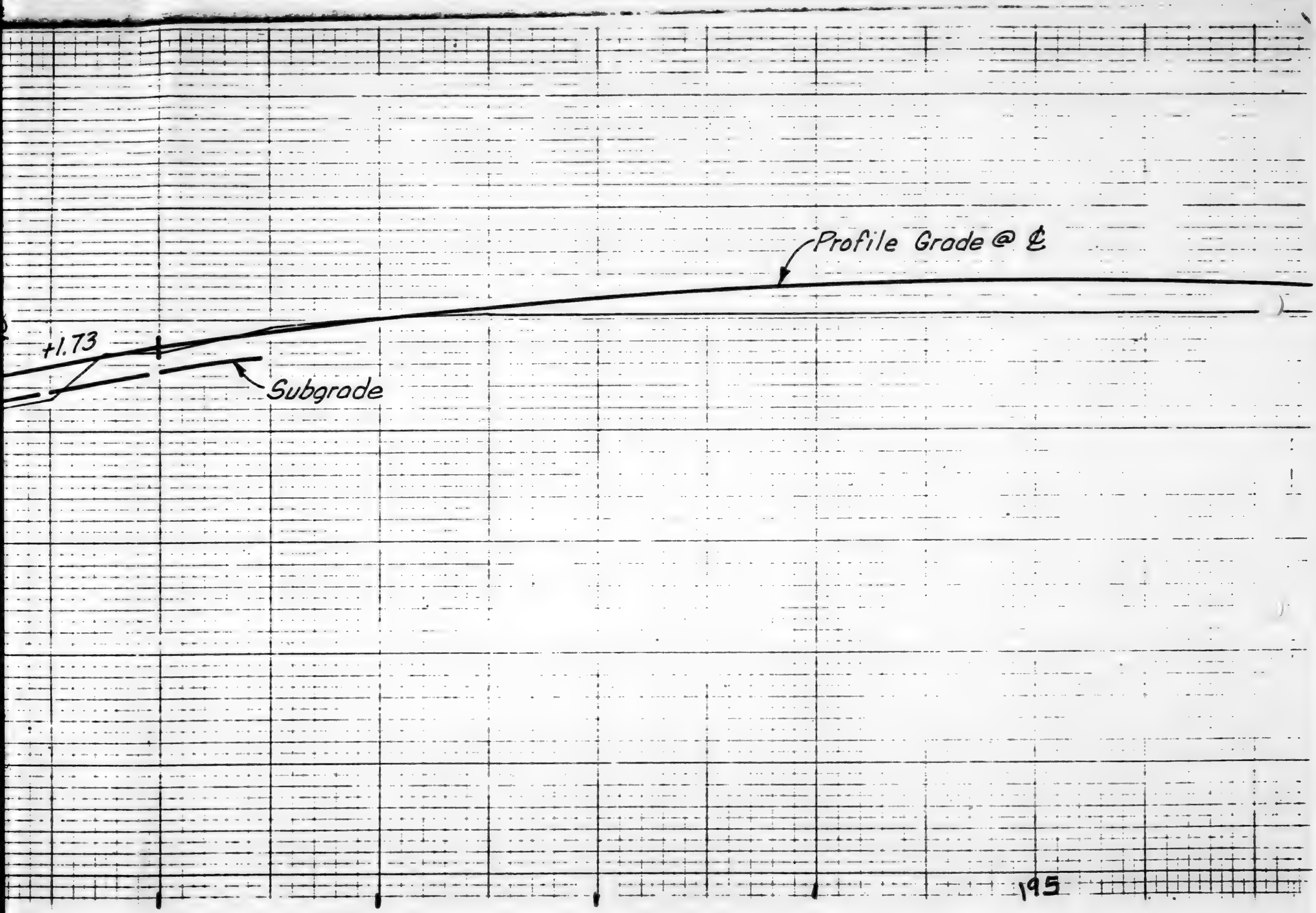
160
168
10
16
P 106+42.39
Sound Wall
170
R/W
City Lim
S. 66° 27' 00" E
N
38'R
170
170
+170.7
+170.7
+170.8
R. & R. Morgan
376-186, 20-247

Const. Sound Wall
Sta 190+00 - 196+00

ELEV OF TOP OF SOUND WALL
175² @ STA 190+00 TO 181² @
STA 196+00
HEIGHT OF Wall - 9' (Above Travel Lane)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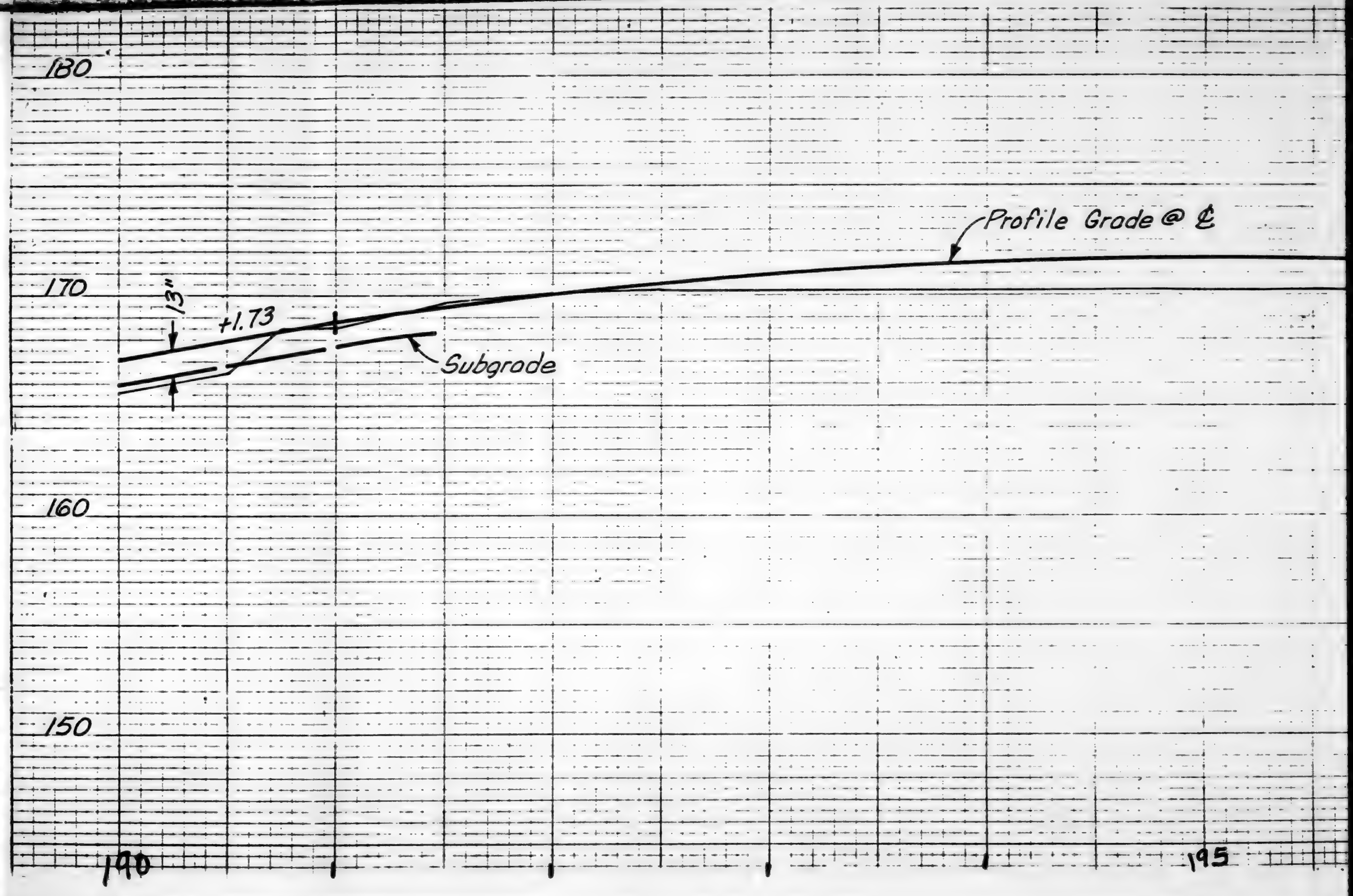
+1.73
Subgrade
195



180
170
160
150
190
195
Profile Grade @ ℄
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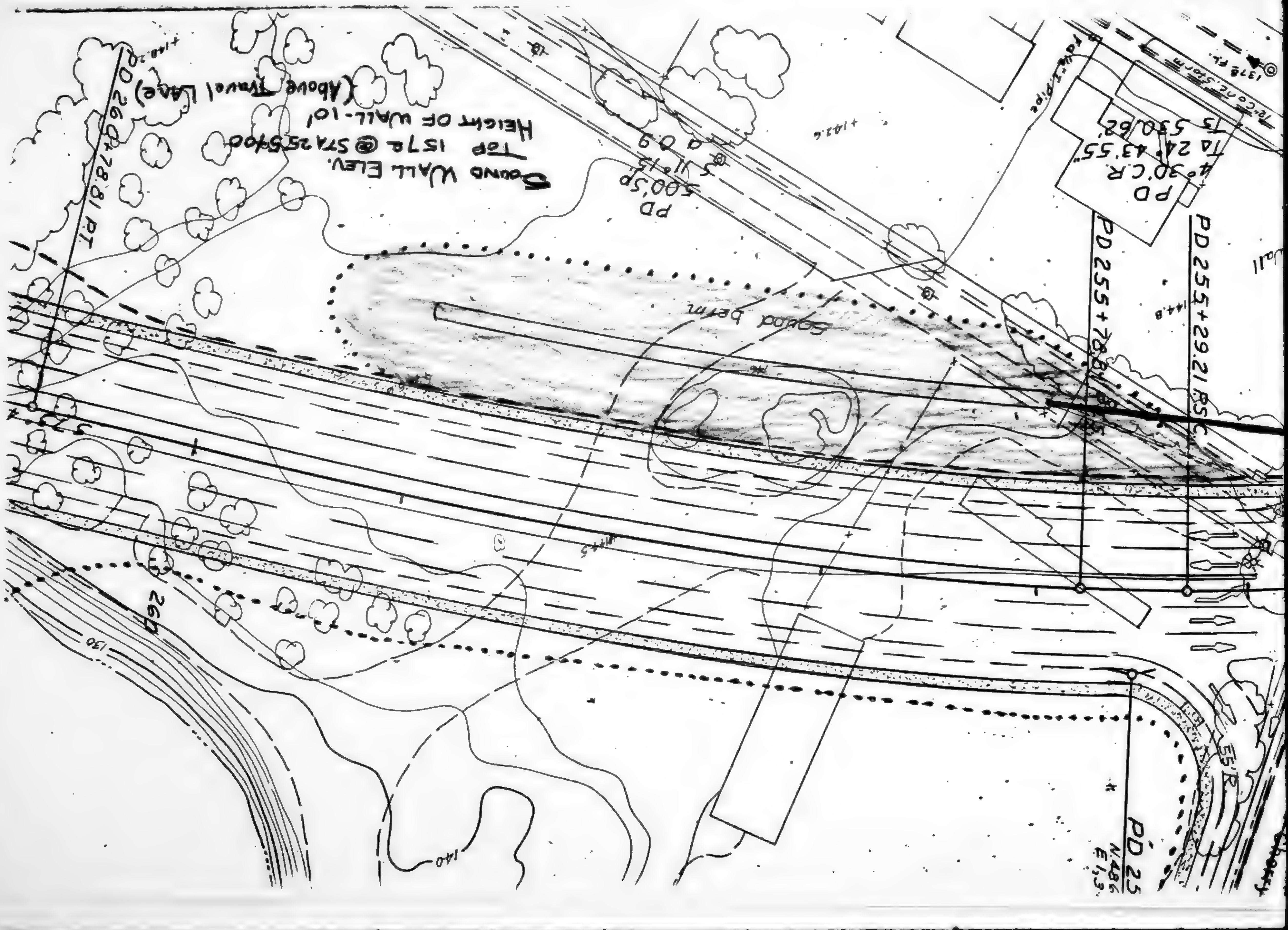
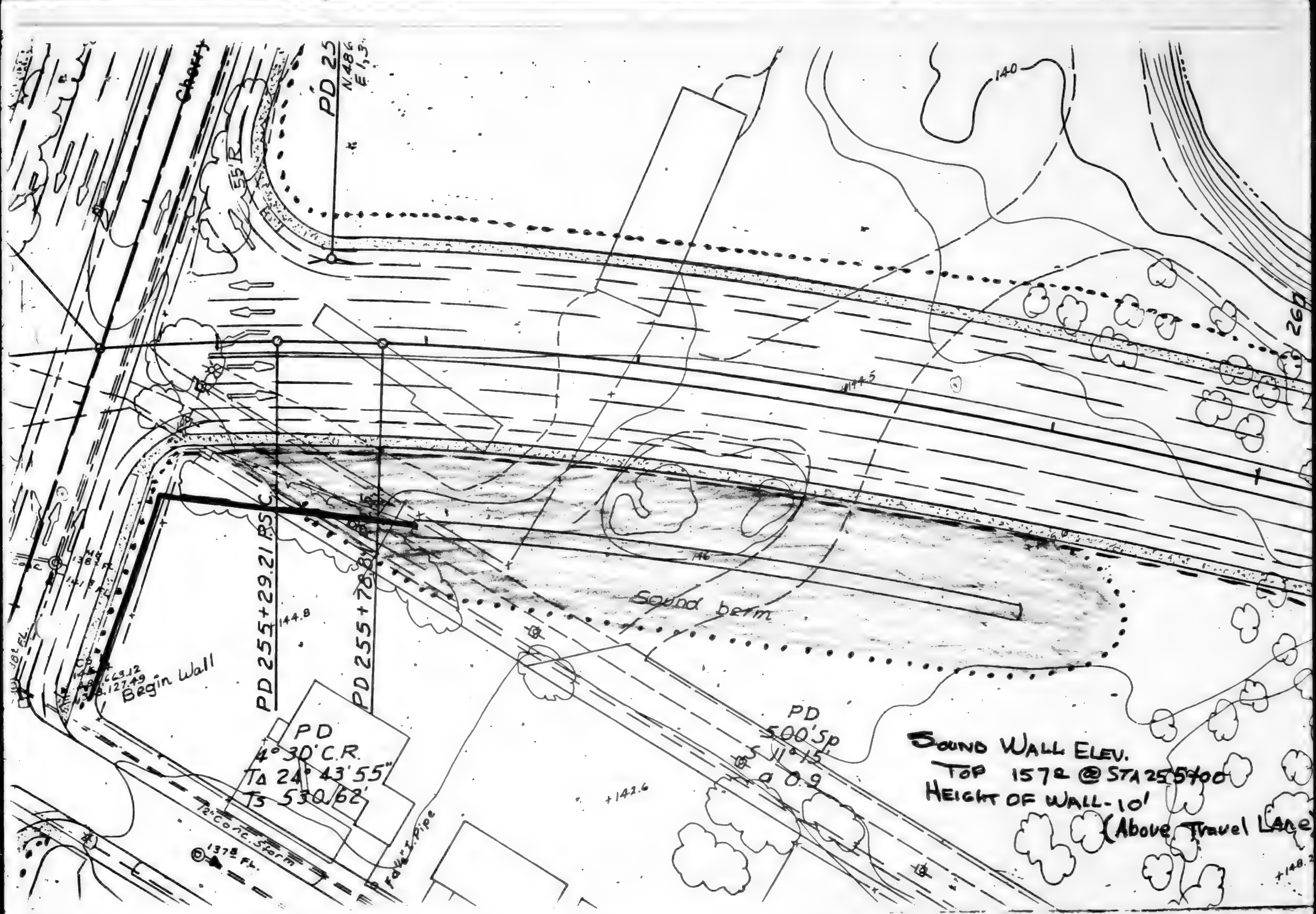
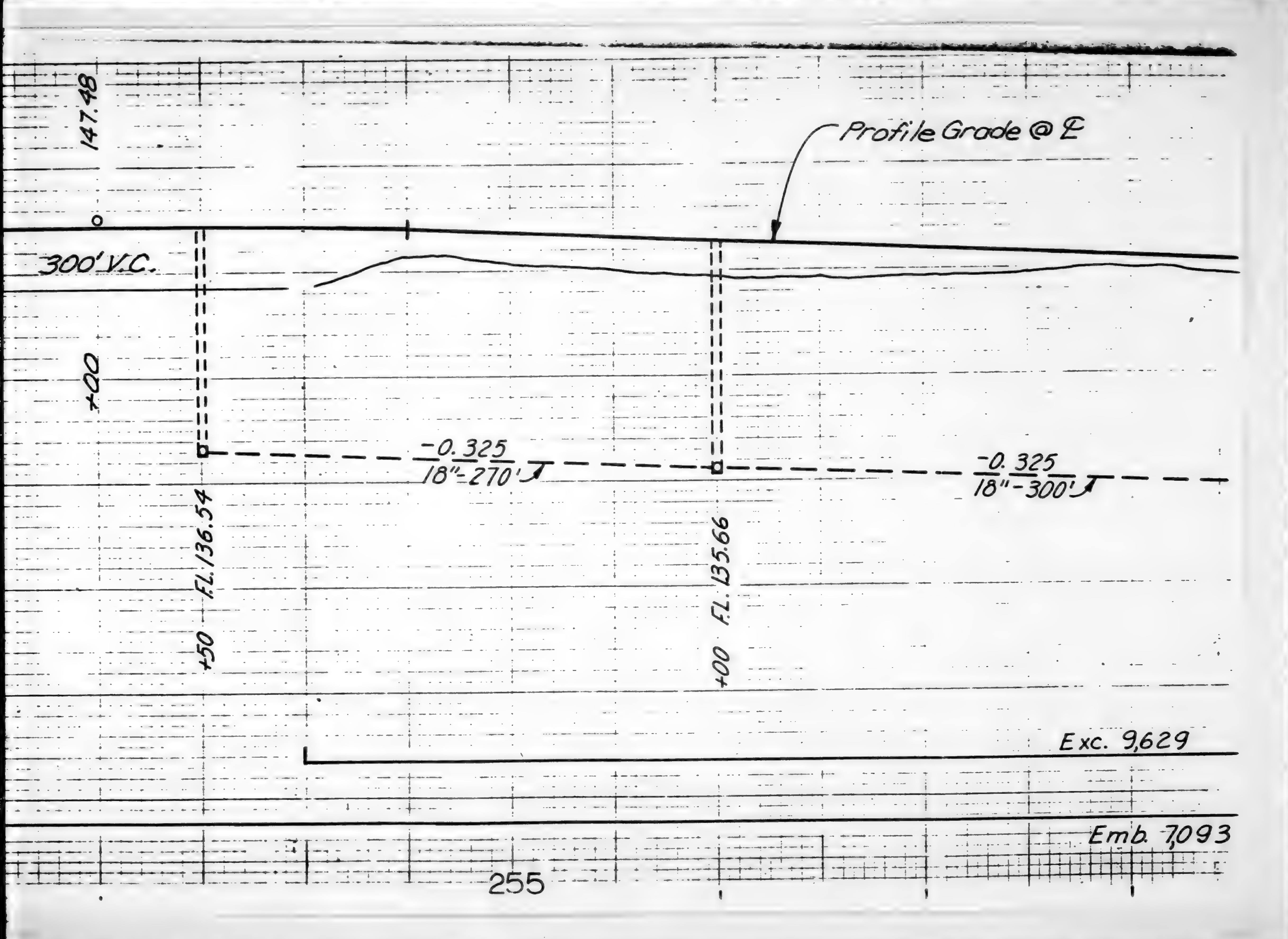
13"
Subgrade


Sound Wall Elev.
Top 157± @ STA 255+00
Height of Wall-10'
(Above Travel Lane)
PD 260+78.81 PT
+148.20
260
130
140
+144.5
+146
Sound berm
PD
500'SP
5°11'15"
a 0.9
+142.6
Fab'd Pipe
PD
4°30' C.R.
TA 24°43'55"
TS 530.62
12" Conc. Storm
137± FL
PD 255+78.84
PD 255+29.21 BSC
+144.8
PD 25
N.486
E1.3
55'R
Wall


Cherry
PD 25
N.486
E1,3
55'R
26
140
144.5
146
Sound berm
PD 255+29.21 PSC
PD 255+78.8
144.8
Begin Wall
PD
4°30'C.R.
TΔ 24° 43'55"
Ts 530.62'
PD
500'Sp
S 11°15'
a 0.9
72" Conc. Storm
137.8 FL.
138.2 FL.
141.8 FL.
Pipe
+142.6
+148.2

Sound Wall Elev.
Top 157.2 @ STA 255+00
Height of Wall - 10'
(Above Travel Lane)


147.48
Profile Grade @ ℄
300' V.C.
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18"-270'
−0.325
18"-300'
+50 F.L. 136.54
+00 F.L. 135.66
Exc. 9,629
Emb. 7,093
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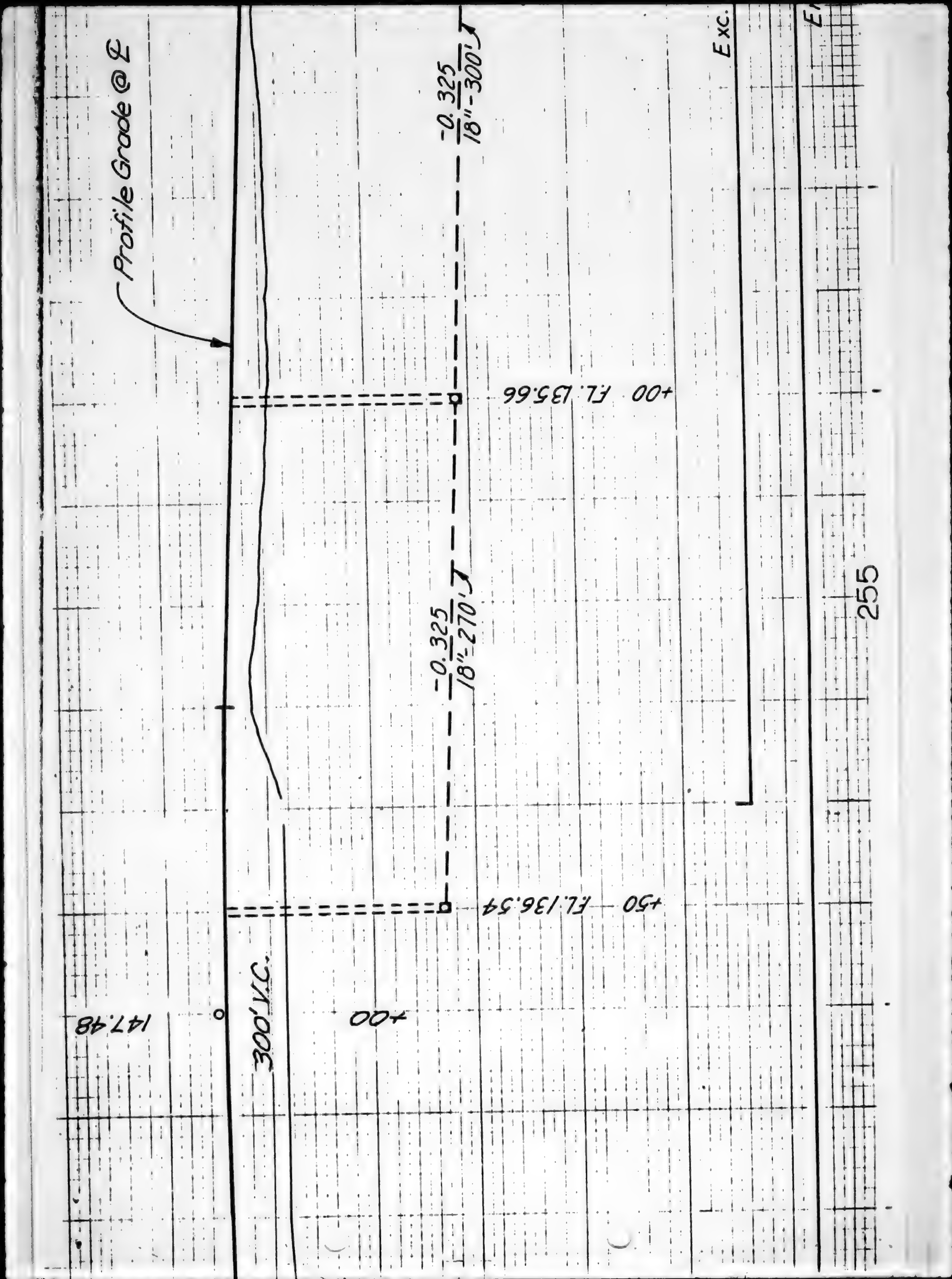
Profile Grade @ ℄
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18"-270'
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300' V.C.
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Exc.
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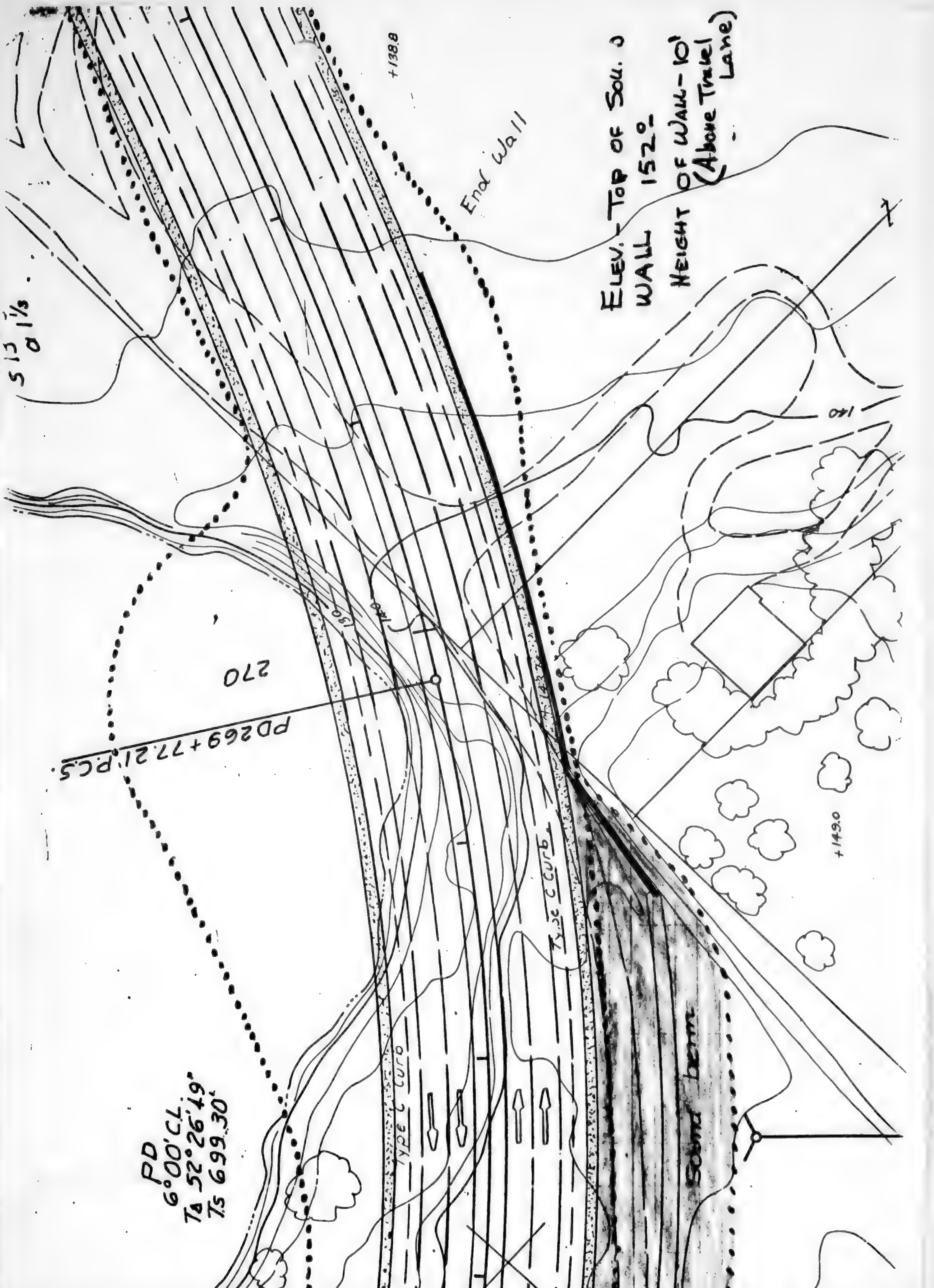
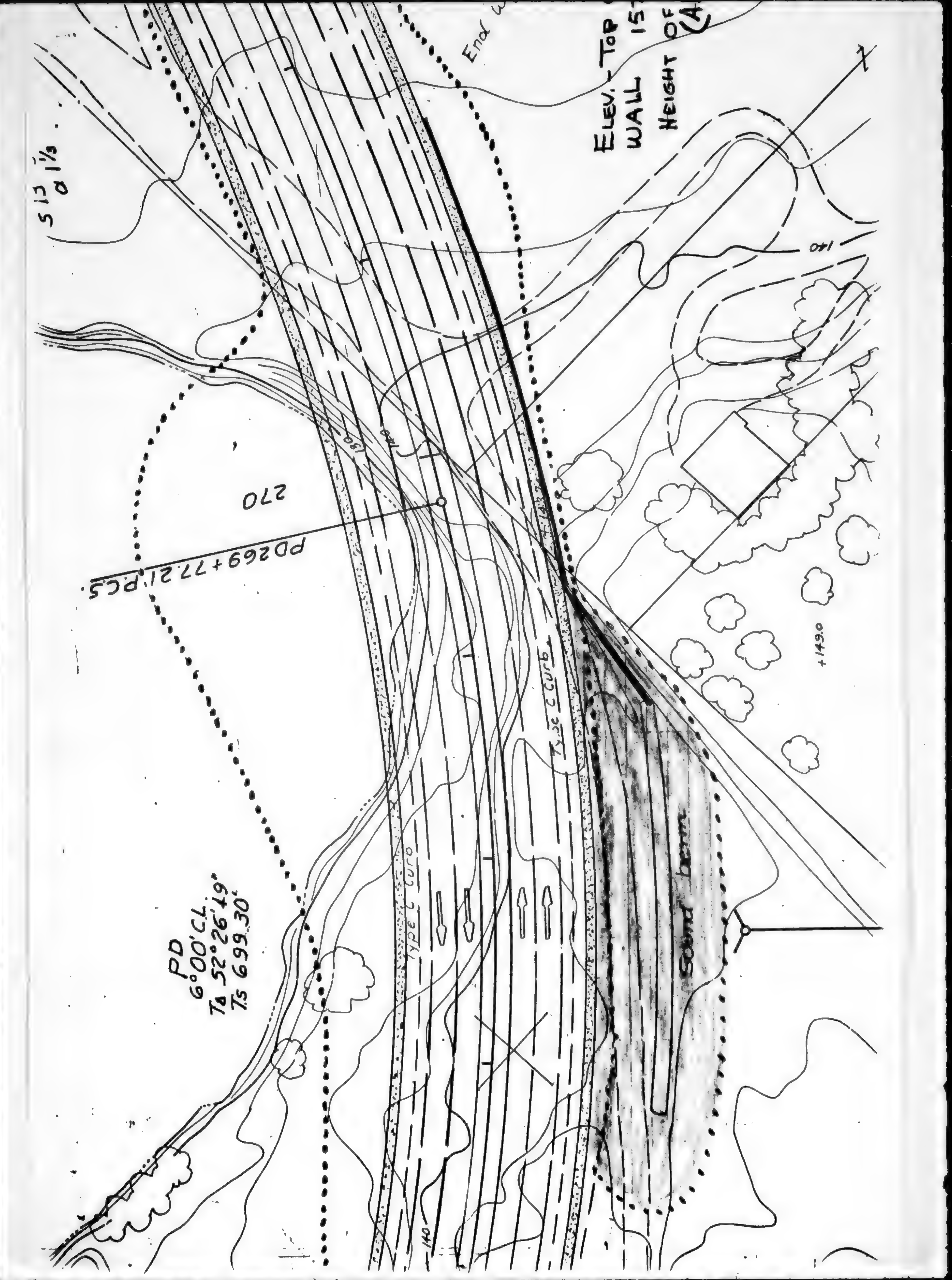
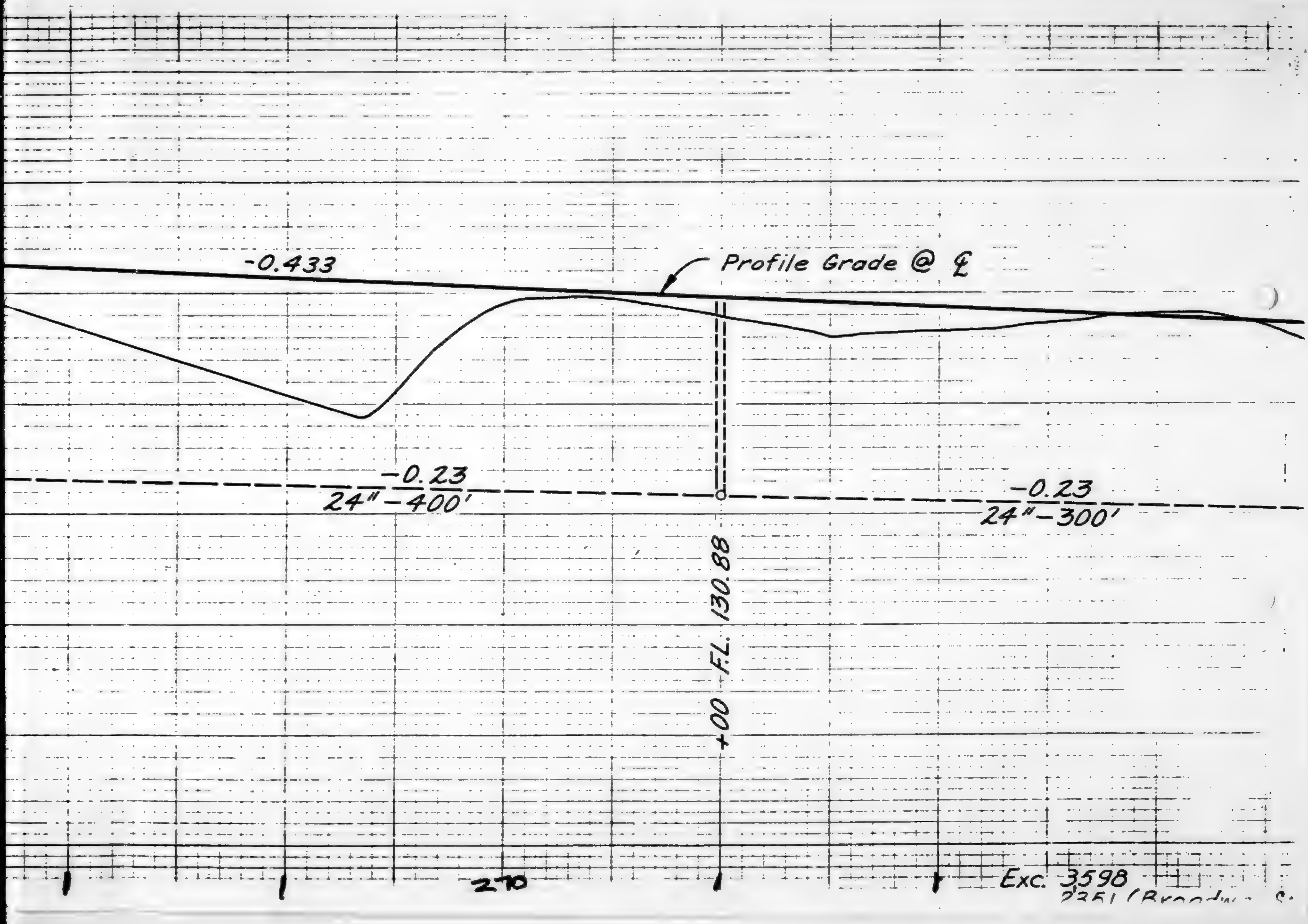

ELEV. TOP OF SOU. D WALL 152.0
HEIGHT OF WALL - 10' (Above Travel Lane)
End Wall
+138.8
5 1/3 a 1 1/3
140
130
270
PD269+77.21 P.C.S.
Type C Curb
Type C Curb
Sound berm
+149.0
PD
6°00' C.L.
TΔ 52°26'49"
Ts 699.30'


ELEV. - TOP
WALL 15
HEIGHT OF (A
End w
140
+149.0
PD269+77.21 P.C.S.
270
Type C Curb
Type C Curb
Sound berm
PD
6°00' C.L.
TΔ 52°26'49"
Ts 699.30'
140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Profile Grade @ ℄
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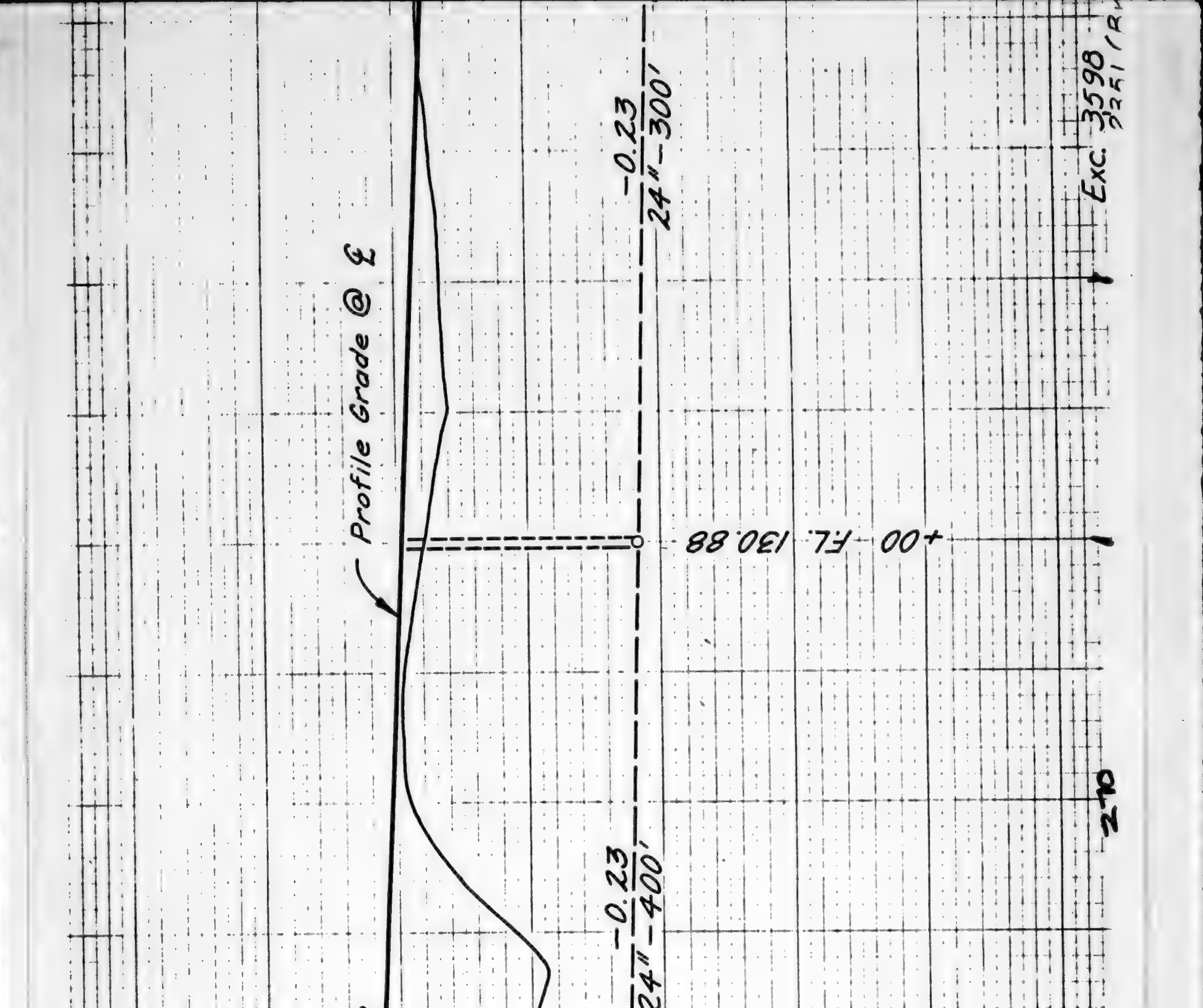
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+00 FL. 131.80
FL. 132.05
270

1983 Willamette River 9620
(Marquam) Bridge Sec., of Pacific Hwy.
in Portland. (Deck Overlay)

#9620

January 14, 1988

MARQUAM BRIDGE REPAIR - Latex Modified Concrete Overlay and Joint Replacement.

by John D. Howard, Oregon State Highway Division

for Transportation Research Board
67th Annual Meeting
January 11-14, 1988
Washington, D. C.

SEE: ORG 7 - Bridges - Willamette R.

9620

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 10-13	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
PROJECT REPORT NUMBER	9-23-86	Project Number IR-5-6(101)301
MODIFICATION NUMBER 4		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 8, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,666,013	$ 2,657,873
Federal funds	$ 2,458,597	$ 2,451,090
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23TH day of SEP, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon September 19, 1986

Gen Files

Federal-Aid Project No. IR-5-6(101)301

Willamette River (Marquam) Br.Sec.
Pacific Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X032
Structure and Ramps

Subtotal from previous estimate of 12-24-84	$ 2,369,789.35
Subtotal	$ 2,369,789.35
Engineering	288,083.65
Total	$ 2,657,873.00
Length of Project	1.30 mi.

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Structure	044	92.22%	$2,657,873.00	$2,451,090.00	$ 06,783.00

Sub. Job 010:0%; Sub. Job 011: 100%
Contract No. C09620
Prefix: C626-1926
Prefix: C626-1086
DDB:bkb

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 12-267
PROJECT REPORT NUMBER
MODIFICATION NUMBER 3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089
State Oregon
County Multnomah
Project Number IR-5-6(101)301

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 8, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,625,000	$ 2,666,013
Federal funds	$ 2,420,775	$ 2,458,597
Other revisions		

This modification is made for the following reasons: to include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 27th day of December, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Burrow
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Walton

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 24, 1984

FEDERAL AID PROJECT NO. IR-5-6(101)301

WILLAMETTE RIVER (MARQUAM) BRIDGE
PACIFIC HIGHWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X032
STRUCTURE, BRIDGE, AND RAMPS

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Pressure Grout Angles (PA #2)	$ 47.90	---	$ ---	906.5	$ 43,421.35
	Subtotals		$ 0.0		$ 43,421.35

Increase	$ 43,421.35
Subtotal from revised estimate of October 19, 1984	2,326,368.00
Subtotal	$2,369,789.35
Engineering	296,223.65
Total	$2,666,013.00

Length of Project	1.30 mi.
Federal Funds (92.22%)	$2,458,597.00
State Funds	207,416.00
Total	$2,666,013.00

Group 1 100%
Contract No. 9620
Prefix: 626-1926
Prefix: 626-1086
WH:bkb

9620

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10 - 316	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 10 24 84	County Multnomah
MODIFICATION NUMBER 2		Project Number IR-5-6(101)301

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 8, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,598,000.00	$ 2,625,000.00
Federal funds	$ 2,395,875.00	$ 2,420,775.00
Other revisions		

This modification is made for the following reasons: to include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of October, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary C. Potter

Manager, Program Section
(Title)

~~XXX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By __________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By __________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

GEN FILE

Oregon State Highway Division
Salem, Oregon October 19, 1984

Federal-Aid Project No. IR-5-6(101)301

Willamette River (Marquam) Bridge
Pacific Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X032
Structure, Bridge and Ramps

Subtotal from Estimate of May 11, 1984		$2,301,368.00
Additional Item - Repair Joints (FA #1)		25,000.00
	Subtotal	$2,326,368.00
	Engineering	298,632.00
	Total	$2,625,000.00

Length of Structure	1.30 mi.

Federal Funds (92.22%)	$2,420,775.00
State Funds	204,225.00
Total	$2,625,000.00

Group 1 100%
Contract No. 9620
Prefix: 626-1926
Prefix: 626-1086

WH:bkb

9620

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-115	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER	5-18-84	County Multnomah
MODIFICATION NUMBER 1		Project Number IR-5-6(101)301

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 8, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,576,776	$ 2,598,000
Federal funds	$ 2,376,302	$ 2,395,875
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of May, 19 84.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Wayne Holsie

For Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Bunson
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

Oregon State Highway Division
Salem, Oregon May 11, 1984

Federal Aid Project No. IR-5-6(101)301

Willamette River (Marquam) Bridge
Pacific Highway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X032
Structure, Bridge & Ramps

Subtotal of previous estimate of May 27, 1983		$ 2,290,468.00
Additional Items		
Connect Electrical Power to Traffic Recorders (SFO #2)	All Required	$ 5,900.00
Directional & Informational Signing (SFO #1)	All Required	5,000.00
		$ 10,900.00
	Increase	$ 10,900.00
	Subtotal	$ 2,301,368.00
	Engineering	296,632.00
	Total	$ 2,598,000.00

Length of Structure	1.30 mi.
Federal Funds (92.22%)	$ 2,395,875.00
State Funds	202,125.00
Total	$ 2,598,000.00

Group 1	100%
Contract No.	9620
Prefix:	626-1926
Prefix:	626-1086

RHZ:bkb

9620

STATE COPY OMB No. 04-R2089 P

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-73	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-6-83	State Oregon County Multnomah Project No. IR-5-6(101)301

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Willamette River (Marquam) Br. I-5

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-16-83	1.30

OTHER *(Specify)*

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 2,621,776.00	FEDERAL FUNDS $ 2,376,302.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator JUN 8 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 27, 1983

Federal-Aid Project No. IR-5-6(101)301

Willamette River (Marquam) Bridge
Pacific Highway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Type Code X032
Structure, Bridge & Ramps

Mobilization		All Required		$ 221,000.00
Temporary Protection and Direction of Traffic		All Required		170,000.00
Temporary Signs	3,796	Sq. Ft.	13.00	49,348.00
Temporary Barricades	120	Each	75.00	9,000.00
Temporary Plastic Safety Markers	145	Each	40.00	5,800.00
Flagmen	2,500	Hour	15.00	37,500.00
Sequential Arrow Signs	14	Each	1,600.00	22,400.00
Class 1 Preparation	65,000	Sq. Yd.	4.00	260,000.00
Class 2 Preparation	2,100	Sq. Yd.	90.00	189,000.00
Furnish Latex-Modified Concrete	2,970	Cu. Yd.	230.00	683,100.00
Construct Latex-Modified Concrete Surfacing	65,000	Sq. Yd.	4.00	260,000.00
Expansion Joints	1,115	Lin. Ft.	200.00	223,000.00
Paving Dams, Joint Seal	2,070	Lin. Ft.	55.00	113,850.00
Paving Dams, Finger Plate	455	Lin. Ft.	60.00	27,300.00
Adjusting Deck Drains	115	Each	55.00	6,325.00
Fence Reinforcing		All Required		6,300.00
Mono-Directional Crystal Type I Markers	550	Each	3.50	1,925.00
White Type II Markers	2,200	Each	2.10	4,620.00
			Subtotal	$ 2,290,468.00
			Engineering	286,308.00
			Total	$ 2,576,776.00

Length of Structure -------------- 1.30 mi.

Work Retained in Program Status

Joint Repair	All Required		$	30,000.00
Temporary Signing	All Required			5,000.00
Adjustment of Temporary Signing	All Required			5,000.00
		Subtotal	$	40,000.00
		Engineering		5,000.00
		Total	$	45,000.00

Federal Funds (92.22%)	$ 2,376,302.00
State Funds	200,474.00
Reserve	45,000.00
Total Cost	$ 2,621,776.00

Group 1 100%
Contract No. 9620
Prefix: 626-1926
Prefix: 626-1086

9620

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

March 26, 1987

In Reply Refer to File No.:
CON 5
9620

Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477-0121

Attn: William T. Peckham
President

Dear Bill:

Re: Marquam Bridge
Contract No. 9620

I have reviewed your letter and the attachments of March 13 relative to your claim on the subject contract. Although the attachments define the items for which you feel you deserve compensation, a detailed breakdown of those costs will be needed in order to justify the labor and equipment expenses involved. In addition, there should be an explanation of precisely how changes in staging materially changed your originally planned method of operation.

Please send this supplementary data to John Howard, Project Manager in Portland. A prompt response will be appreciated, as mentioned in your letter and as discussed in our conversation. As agreed, only the claim relating to the staging changes and the related signs, lights and overtime will be considered.

We hope that misunderstandings between your personnel and ours regarding the time lines specified in the contract will not occur in the future.

Sincerely,

C. O. Fredrickson
C. O. Fredrickson, P.E.
Construction Engineer

COF:mk

cc: W. E. Schwartz
Al Harwood
John Howard

03255m

9

bi cc: OSHD (L. W. RULIEN) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 4-25-86	REPORT MADE BY James M. Klamerus James M. Klamerus - Highway Engineer Trainee		PROJECT NO. IR-5-6(101)301
COMPLETION DATE (Actual) 8-28-84	ACCEPTANCE DATE BY CONRTACT AGENCY 5-3-85	TIME ELAPSED 100 %	CONTRACT TIME 11-15-83

LOCATION

Marquam Bridge

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MARQUAM BRIDGE
Ramp Overlay Construction

This project provided for; replacement of deck joints, furnishing and placing concrete overlay on upper bridge deck, lower bridge deck, and ramps.

The original estimate for the project was $2,622,000. The final estimate is $2,666,000.

The original completion date was 11/15/83. During the period from 11/15/83 to 9/21/83 there was a shutdown order issued by the State. The order was issued due to; working out the method of construction for further adjustments of expansion joints covered in price agreement No. 9, weather, and approval of the price agreement. A seven day time extention was granted to cover the work performed under price agreement No. 9. There were no liquidated damages assessed under this contract.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENG
MAY 23 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy
5/27

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thom P Love		SIGNATURE G. K. Hossner	
TITLE AREA ENGINEER	DATE 5/20/86	TITLE FIELD OPERATIONS ENGINEER	DATE 5/21/86

May 7, 1985

Hansen & Rowland Inc. of Oregon
1311 NW 21st Avenue
Portland, OR 97209

CON 5
#9620

Gentlemen or Ladies:

Contract No. 9620 awarded to Hamilton Construction Co. (Oregon) for deck overlay on the Willamette River (Marquam) Bridge Section of the Pacific Highway in Multnomah County was completed on September 19, 1984, and accepted by the State Highway Division on May 3, 1985.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before May 13, 1985.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Hamilton Construction Co. (Oregon)
PO Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
E. L. Hardt

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 17, 1984

In Reply Refer to
File No.: CON 5

Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

Time Extension Request
Willamette River (Marquam) Bridge
Contract No. 9620
FAP No. IR-5-6(101)301

Your request for additional contract time in which to complete phase "b" of the above project has been reviewed.

A contract time adjustment of an additional 7 calendar days is granted due to performance of added work done under Price Agreement No. 9. The adjusted contract time of completion for phase "b" of this project is August 28, 1984. This adjustment will eliminate liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc: C. O. Fredrickson
Al Harwood w/att.
John Howard w/att.
FHWA w/att.
Bruce Walton

TE/91

STATE OF OREGON

INTEROFFICE MEMO

C. O. FREDRICKSON
Construction Engineer

DATE: August 24, 1984

OM: ALL[illegible] HARWOOD, Region
Operations Engineer

BJECT: Willamette River (Marquam Bridge)
Pacific Highway
Contract No. 9620

Enclosed is a request from the contractor on the subject project for an increase in time in which to complete work without assessment of liquidated damages.

Price Agreement No. 9 was written to cover further adjustment of the expansion joints. The enclosed Time Extension request is to provide the time needed to complete the work required under Price Agreement No. 9.

The actual on-street work is expected to take four days and is presently underway. There may be some corrective work or cleanup which remains after these four days. Therefore 10 days is being requested and is recommended.

9-15-84

W.F. Schwartz —

I concur with Region and Project Manager and recommend a 7 calendar day time extension which will eliminate all liquidated damages under the contract.

ACH/b

Enclosure

cc: John Howard

RECEIVED
AUG 27 1984
CONSTRUCTION SECTION

CE.......CAE.......
COE.......CM.......
CA.......
CAM.......
CP.......
CEO.......
LS....... TC.......
SA....... CC.......
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OCS.......
FILE.......

1307

rll

F

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-6(101)301

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00133

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STAT HWY ENGR
MAR 12 '84
REFER TO Potter
FOR
Info Inves. R/D D/R Sign Act File

orig 3/13

7. DATE AUTHORIZATION EFFECTIVE 12/22/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
Willamette River (Marquam) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Connect electrical power to automatic traffic recorders at three locations

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION -- ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 12/22/83 as requested in Mr. Fredrickson's letter of 2/23/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $5,900, Federal Funds $5,440.

14. DATE 2/29/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

96

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Willamette River (Marquam) Bridge	WEEK ENDING December 3, 1983 SECTION PREFIX 626-1086
	HIGHWAY Pacific	COUNTY Multnomah
NAME OF JOB Willamette River (Marquam) Bridge	KIND OF WORK Deck Overlay	
CONTRACTOR Hamilton Construction Co.	CONTRACT NUMBER 9620	FEDERAL AID PROJECT NUMBER IR 5-6(101)301
DATE OF CONTRACT May 10, 1983	DATE WORK STARTED June 6, 1983	ESTIMATED COMPLETION DATE November 15, 1983
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 4 SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 2,621,776.50	SPECIFIED COMPLETION DATE November 15, 1983	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 2,435,339.06	ENGINEERING AUTHORIZATION $ 186,437.44	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 2,322,904.69	ENGINEERING COST TO DATE $ 160,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95.4
ESTIMATED PERCENT UNDERRUN 4.6 %	PERCENT OF AUTHORIZATION 85.8 %	DATE PROJECT WAS COMPLETED: November 15, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Grinder, sequential arrow truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	8328A	8590M	8591H					
PERCENT								

Nov. - Dec.	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	showers, cool			
MONDAY 28	showers, cool			
TUESDAY 29	clear, cool			
WEDNESDAY 30	clear, cool			
THURSDAY 1	clear, cool			
FRIDAY 2	showers, cool			
SATURDAY 3	cloudy, cool			

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DEC 14 1983
CONSTRUCTION SECTION
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Willamette River (Marquam) Bridge Contract No. 9620

Nov. - Dec.	GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK
SUNDAY 27	No activity
MONDAY 28	Grinding A and D line joints
TUESDAY 29	Grinding A and D line joints Placed pavement markers
WEDNESDAY 30	Placed pavement markers
THURSDAY 1	Finished pavement marking
FRIDAY 2	No activity
SATURDAY 3	No activity

REMARKS

Job complete except for minor corrective work.

SIGNED John Howard LOCATION Portland

John [illegible] Howard, [illegible]

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

9620

5

U.S. Department
of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IR-5-6(101)301
Willamette River Bridge
Exception to Original Interstate Standards

Date: August 19, 1983

From: Division Administrator

Reply to Attn. of: HPD-OR

To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

In reply to your May 19, 1983 request retention of the existing striping on the Marquam Bridge is approved. This striping results in a design exception involving lane widths, shoulder widths, and offsets to curbs and bridge rails. The exceptions are supported by favorable operating experience.

Dale E. Wilken

cc:
OSHD (Gary Potter, Proj Mgmt)

cy Wandt 8/22

RECEIVED
STATE HWY ENGR
AUG 22 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

7620 I-5

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16
LOC 17

TO: Frank Terpin
Location Engineer

DATE: July 18, 1983

FROM: Don Adams/ja
Donald R. Adams
Final Design Engineer

SUBJECT:

Preliminary Engineering Charges (905)
Willamette River (Marquam) Bridge
Pacific Highway
Multnomah County
Prefix 626-1926

The programmed funds did not provide for development of any extensive Temporary Protection and Direction of Traffic plans. The project required an enormous amount of preliminary work and research. Virtually no information was received from the field.

Drafting was more than normal, requiring 24 plan sheets for the Temporary Protection and Direction of Traffic.

It was necessary to provide temporary signing for I-5, northbound and southbound; I-205, northbound and southbound; the Sunset Highway, eastbound; the Banfield, westbound; and some city streets.

Also, numerous revisions were requested by the field which required more design and more design time.

DH:ja

cc Don Adams
Bud Mann

RECEIVED
JUL 20 1983
ROAD DESIGN SECTION

Versteeg
Andersen
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up /
Action

81-125-1367

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17

TO: Don Adams
Final Design

DATE 13 July 1983

FROM: Frank E. Terpin
Location Engineer
Frank E. Terpin

SUBJECT: Preliminary Engineering Charges
Willamette River (Marquam) Bridge
Pacific Highway
Multnomah County
626-1926

✓ Versteeg
2 [illegible]
Jacob
Staudenmaier
Wakerlig

RECEIVED
[illegible] 1983 Do Not File
SECTION

Function 905 . Final Design charges for the

subject project ☒ have substantially exceeded / ☐ apparently will exceed the current authorization.

Please promptly furnish this office, as indicated below, ~~your total anticipated charges and~~ the justification for the increase above the presently approved amount.

Expenditures on record through 5/15/83 (date) $ 19,385.12

Funding needed from ______ (date) to completion $ ——

Total amount needed $ 19,385.12

Survey Authorization 5,000

Justification (not in generalities):

See Attatchment

REFERRED TO
Watson 1 Mann
Cole Staudenmeyer
Erikson King
Beard Medford Lou
Return Discuss Dg File
By FINAL DESIGN ENGINEER

FET:PL:ge

9622

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

7-18-83

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-6(101)301

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00133

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/23/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:

Willamette River (Marquam) Bridge

11. GENERAL DESCRIPTION OF WORK

Furnish and install directional and informational signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6/23/83 as requested in Mr. Keasey's letter of 7/13/83 as being cost effective for the use of State Forces to proceed with the above work.

State Force Order No. 1 is approved for a TEC of $5,000 Federal Funds $4,611.

RECEIVED
STATE HWY ENGR
JUL 20 '83
REFER TO
FOR
Info | Inves | R/D | D/A | Sign | Act | File

Orig to
7/20

14. DATE 7/18/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-75)
PREVIOUS EDITIONS MAY BE USED

8

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rll

OSHD (Coulter)
Region (HCM-010)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 6-1-83	INSPECTION MADE BY H. A. Schell	Original Signed by H. A. Schell Division Engr.	PROJECT NO. IR-5-6(101)301

IN COMPANY WITH
J. Howard, OSHD, Resident Engineer

LOCATION This project is in the center of Portland, across the Willamette River, and involves all ramps on both sides of the river. It is the southernmost section of the circumferential route around the business section.

CONTRACTOR NAME AND ADDRESS
Hamilton Contruction Co., Springfield, Oregon

AWARD DATE 5-10-83	CONTRACT AMOUNT $2,290,468	TIME ALLOWED (a) 10-15-83 (b) 11-15-83	TIME STARTED 0	WORK STARTED 0
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 0	WORK COMPLETED 0	

RECEIVED
STATE HWY ENGR
JUN 15 '83
REFER TO [illegible]
FOR
Info
Inves
R/D
D/R
Sign
Act
File

REMARKS

WILLAMETTE RIVER (MARQUAM) BRIDGE
INTERSTATE 5
Deck Overlay

NOTED
W. E. SCHWARTZ

This project involves the placement of a 1 1/2 inch latex modified concrete overlay on the east and west ramps and the river spans across the Willamette River. The quantities involve 65,000 square yards of surface preparation and 2970 cubic yards of latex modified concrete. The work also includes 1115 linear feet of joint replacement and 2070 linear feet of joint seals. One of the major items of work is temporary protection of traffic. The structure is in a high-density traffic situation, and staging of the work is very complex.

This inspection was performed to determine if the deck in Span D11W was delaminated and if a rotomill could be used in the shoulder areas for the class 1 preparation.

To date there has been no work accomplished. The contractor on this date brought a Con I Roto Mill machinge for grinding the shoulders where little to no wear has been experienced. This machine will not be used in the traffic lanes because of the excessive deck wear (most traffic lane deck areas show 6" or less in deck thickness plan thickness "6½").

Work in Progress - Cores were taken to determine if delamination occurred in span D11W. The three cores taken did not show delamination in this area (hammer sounding indicated "ring" variations where the cores were taken).

The Roto Mill machine was placed on the D W line in the right shoulder. The contractor had excellent control of the roto mill and it appeared that controlled successful milling can be obtained with this machine in the shoulder area only. The State and contractor will figure if there is a benefit in using this machine because of the specification variation changes.

The State field crew has now surveyed in depth all points and the following variation from plans are forthcoming:

	Plan	Survey
Joint Sealing (Detail 1 L.Ft.)	2070	2780
Joint Replacement (Detail 4 L.Ft.)	1115	392

Epoxy injections will be used under acceptable tight steel angle joints when the plates only have some voids.

The total net cost for all joint work is expected to increase about $30,000.

It was noted also that all drains are plugged and it is expected that the contractor will need these drains to remove his cleaning water. A force order will be necessary for this extra work.

9(12) γ

DATE: May 19, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration TRA 7

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Narrow Lanes
Willamette River (Marquam) Bridge Project
IR-5-6(101)301

The subject resurfacing project includes two sections of roadway on the Marquam Bridge structure that have less than standard lane and shoulder widths. These sections, originally intended for two lanes, were restriped to provide three lanes in order to improve traffic flow and safety on the bridge. Because of changes in traffic volumes and composition in the area, we have reevaluated the need for these narrow three-lane sections.

The upper bridge deck (northbound) was restriped from two to three lanes between M.P. 300.57 and M.P. 300.93 in October 1973. The narrowest lanes are located on a 1,000-foot section having a 32-foot curb-to-curb width. This section currently has two 11.25-foot outside lanes and one 9.5-foot center lane. The section is striped and signed to warn drivers of the narrow lanes and to discourage lane changing. An evaluation done in January 1975 found that the congestion and merging problems upstream of the narrow section had been eliminated and that the accident rate had been reduced. The accident rate on the narrow section decreased from 1.1 to 0.4 accidents per million vehicle miles over a two year before and after period.

The southbound lower deck, between M.P. 300.82 and M.P. 300.59, was restriped from two to three lanes in August 1980. Within this section, there is a 500-foot segment striped with two 11-foot outside lanes and one 10-foot center lane (also signed and striped to discourage lane changes). The purpose of restriping this section was to increase the level of service provided to peak hour traffic. All indications are that this has been accomplished and that capacity has been significantly increased. The accident rate on the narrow section is low (0.97 accidents per million vehicle miles). A before and after accident analysis revealed very little change in the accident rate on this section resulting from being restriped to three lanes (0.9 accidents per million vehicle miles before; 1.0 accidents per million vehicle miles after).

The 1983 average daily traffic across the Marquam Bridge was 86,592 vehicles per day (46,891 northbound; 39,701 southbound). The completion of the final section of Interstate 205, which allows through traffic to bypass the central Portland area, will reduce these volumes. Based on April classification counts taken in the area, we estimate that the Marquam Bridge average daily traffic has decreased by approximately eight percent, or 6,900 vehicles per day, due to the completion of Interstate 205. This is a much smaller decrease than the 19 percent drop that occurred in 1974 after the Fremont Bridge was opened. This reduction is not sufficient to warrant returning to the two-lane sections, especially as the peak hour volumes will have decreased even less. in addition, the percentage of heavy vehicles on the bridge can be expected to decrease. The curves and steep grades of the Terwilliger section, as well as commuter hour congestion, should encourage through trucks to use Interstate 205.

So far, there has not been a serious problem with trucks being able to negotiate the narrow lanes. With a proposed increase in truck widths from eight to eight and one-half feet, lateral clearance will be even further reduced. However, since the sections are signed and striped to warn drivers not to change lanes and to exercise caution, we do not expect the wider trucks will cause any problems. As wider trucks do start appearing on the highways, we will monitor their performance on these narrow lane sections.

In summary, having increased capacity and improved safety with these narrow lanes, we recommend that the existing signing and striping be retained after the bridge is resurfaced. We are hereby requesting approval of these exceptions to Interstate Highway Standards.

DN:ds st

bc W. E. Schwartz
E. S. Hunter
C. T. Keasey
E. L. Hardt
J. H. Versteeg
W. J. Hart
L. E. George

G520 8

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

NOTED
H. S. COULTER

RECEIVED STATE HWY ENGR						
MAY 9 '83						
REFER TO Hunter, Bothman, Grossen						
FOR Potter						
Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Subject: Oregon Project IR-5-6(101)301
Willamette River (Marquam) Bridge
(Mr. Potter's ltr, 5-2-83, PRO 6-2)

Date: May 5, 1983

Reply to Attn. of: HDA-OR

cys,

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer

Please note last ¶

Mr. Potter's letter provides information on the bids received April 14 for this project and on a series of meetings between the State and the contractor subsequent to the bid opening, regarding the apparent low bid submitted by Siuslaw Construction, Inc.

According to the information furnished, the contractor beginning with the date of bid opening has determined that his bid contained certain substantial errors, has promptly notified the Oregon Department of Transportation of these errors, and ultimately, by letter of April 26, has requested withdrawal of the bid and return of the bid security. Based on your analysis, you have concluded that it is in the best interests of the Oregon DOT to grant the contractor's request. Accordingly, Mr. Potter's letter includes a request for our concurrence in this action.

We have considered your request and the supporting information furnished in light of the applicable regulations governing contract procedures on Federal-aid highway projects. Based on our review of the documentation of bid errors which have been identified, as well as the relative unit bid prices submitted by Siuslaw Construction, Inc. and other bidders on this project, we agree that material errors have occurred in the bid. We believe that sufficient basis has been established for no further consideration of the low bid. Consequently, we concur in your request to release Siuslaw Construction, Inc. from its bid and return the bid security. In addition, in response to your request, we are tentatively concurring in the award of the contract to the second low bidder, Hamilton Construction Co., as the lowest responsible bidder with an acceptable bid.

✓ We note that prior to discussion with this office and request for our concurrence, Siuslaw Construction, Inc. was officially notified by the Highway Division that the withdrawal of the bid and return of the bid security was granted. While the regulations indicate only that our concurrence is to be obtained before award to another bidder, we believe that decisions to release the original low bidder and to award to another bidder are all part of the same process. It is my understanding, based on my discussion with Mr. Ed Hunter, that in any future similar situation our concurrence will be obtained before the original low bidder is released.

Dale E. Wilken
Dale E. Wilken

9620

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 2, 1983

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Gary A. Potter

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Willamette River (Marquam) Bridge
Oregon Project No. IR-5-6(101)301

Your concurrence is requested in releasing Siuslaw Construction, Inc. from their bid we received on April 14, 1983 and to surrender their bid bond for the project. Robert Workman, President of Siuslaw Construction, Inc. presented information that they had made errors in their bid and that they were concerned that his firm submitted a bid in the amount that he had not intended to submit.

We are forwarding Mr. Workman's request for withdrawal of his bid on this project and the return of his bid security. Also, other correspondence and memos concerning and in support of this decision.

We are also requesting tentative concurrence in awarding the contract to the second low bidder, Hamilton Construction Co. in the amount of $2,290,468.00. We feel justified in awarding to Hamilton Construction Co. in that they are 31% under our Engineers Estimate and we feel we would not receive a lower bid if we did readvertise.

DAR:pf

cc: E. S. Hunter ✓
Walt Hart
Jack Sollis

RECEIVED
TECHNICAL SERVICES
MAY 3 '83
REFER TO

FOR

Info	Invs	R/D	D/R	Sign	Act	File

Form 734-3122

GENERAL FILES

April 28, 1983

DES 6-2

Robert Workman, President
Siuslaw Construction, Inc.
15793 S.E. Piazza Avenue
Clackamas, OR 97015

Re: Willamette River (Marquam) Bridge Overlay
Pacific Highway (I-5)

The Oregon State Highway Division has received your letter of April 26, 1983 requesting withdrawal of your bid and return of bid security on the subject project.

After carefully considering the information supplied by you at three separate meetings since the bid opening and documented in your letter of April 26, 1983, the Oregon Transportation Commission has determined that it is in the best interest of the State of Oregon and its Department of Transportation, Highway Division, to grant the withdrawal of the bid and return of the bid security.

This action is not based on any one factor but upon the combination and total effect of errors in your bid. The materiality of mistakes made in the bid, a comparison of the total bid with the engineering estimates and the next lower bidders', the suspicions which were aroused that the bid might be in error at the time of the bid opening, and the promptness with which you made these errors known, were considered in the decision.

This action is founded on Section 102.18 of the 1974 Standard Specifications for Highway Construction.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

ESH:Ja

bc Transportation Commission Members (enc.)
Fred Miller (enc.)
H. S. Coulter "
Robert Gormsen "
Gary Potter "
Jack Sollis "

RECEIVED
TECHNICAL SERVICES
APR 27 '83
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	[illegible]	File

SIUSLAW
CONSTRUCTION CO

April 26, 1983

HAND DELIVERED

Mr. Robert W. Gormsen
Manager, Commission Services
Department of Transportation,
Highway Division
Salem, OR 97310

Re: Willamette River (Marquam) Bridge Overlay,
Pacific Highway (I-5)

Dear Sir:

In furtherance of our letter to you of April 14, 1983 regarding our bid submitted for this project, and of our discussions with Oregon Department of Transportation representatives, Siuslaw Construction, Inc. requests withdrawal of its bid on this project and requests the return of its bid security.

At the request of Oregon Department of Transportation, we delivered a full copy of all of our estimating work papers to them on the day after bid opening. Since that time, we have explained that we had made substantial, honest mistakes, and that the bid submitted was not the bid that we intended.

First, there is a mathematical error in the computation of our estimated labor costs for Class 2 Preparation. As can be seen by reference to our worksheet entitled "Class 2 Preparation," the production rate, crew size and wage cost intended calculates to $113,520, whereas we inadvertently included only $70,000 on the work paper and in our estimate summary.

Second, there is a mathematical error in the computation of both our estimated labor and equipment costs for Class 1 Preparation. As can be seen by the reference to our worksheet entitled "Class 1 Preparation," the production rate, crew size and wage cost intended

15793 S.E. PIAZZA AVE./CLACKAMAS, OR 97015 /503/655/1945

calculates to $24,552, whereas we inadvertently included only $12,500 on the work paper and in our estimate summary. Similarly, the equipment cost intended calculates to $5,000, whereas we inadvertently failed to indicate any equipment cost on the work paper and in our estimate summary.

Third, there is a mathematical error in the computation of our estimated costs for Removing Temporary Signing. As can be seen by reference to our worksheet entitled "Temporary Protection," the cost of such removal, intended to be $10,620, was inadvertently not included on the work paper and in our estimate summary.

Fourth, there is a mathematical error in the computation of our estimated Weighted Daily Average Wage Rate. As can be seen by reference to our labor cost analysis worksheet, the production rate, crew size and wage cost intended calculates to $135 per day, whereas we inadvertently included only $132 per day on the work paper and in our estimate.

Fifth, there is a mathematical error in the computation of our Test Coring costs. While not reflected on any worksheet, the cost for each of the 24 test holes was intended to be $200, totaling $4,800, an amount which we inadvertently failed to indicate on the work paper and in our estimate summary.

Due to these mistakes, the bid which we submitted did not in fact reflect the intent of Siuslaw Construction. Significantly, if forced to perform the project in accordance with its mistaken bid, Siuslaw will incur a substantial loss. This can be seen by referring to our estimate summary, which shows our anticipated profit to have been only $50,000.

Furthermore, Siuslaw's bid was calculated with the understanding that a vibrating screed method of concrete finishing was acceptable under the specifications, based upon our reasonable interpretation of those specifications. Siuslaw has now been informed that this method may not be acceptable to the State. In the event that it is required to use an alternative method of concrete finishing, Siuslaw will incur increased costs of nearly $200,000, as indicated by the attached Exhibit A.

For the above reasons we believe that withdrawal of our bid is justified and is in the best interests of all concerned.

We appreciate your immediate attention to this matter.

Sincerely,

SIUSLAW CONSTRUCTION, INC.

By: Robert Workman, President

cc E.S. Hunter
Walt Hart
Jack Sollis
Gary Potter

EXHIBIT A

Had our bid been prepared on the basis of using a conventional bridge deck finish machine such as a Comaco C-450, the costs would be affected as follows:

Production rate would be reduced from approximately 1200 s.y/day average to 900 s.y./day. The operation basis would therefore increase to 72 days.

Setup	
6 men - 72 shifts at $132	$ 57,024
Strip and greencut	
4 men - 72 shifts at $132	38,016
Saw costs, 27,000 l.f. at $0.50/l.f.	13,500
Placement Cost	
11 men - 72 shifts at $132	104,544
Supplies (same as Method 1)	13,000
Equipment Cost	22,000
Move equipment on/off deck once per placement operation, 5 men - 72 shifts	47,520
Additional men would require one additional upper-level manager, 4 mos. at $5000/mo.	20,000
Lower production would increase project duration by 1 month, therefore overhead allocation increased likewise	8,500
Amended Total Item Cost	$324,104
Previous Item Cost	133,900
Net Cost Effect:	$190,204

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTEROFFICE MEMO
DES 6

TO: MEMO TO THE FILE

DATE: April 18, 1983

FROM: E. S. Hunter ja.
E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Willamette River (Marquam) Bridge
Bid Opening on April 14, 1983

Mr. Workman, together with his attorney, met with Potter, Hart, Sollis and me at 3 p.m. this afternoon.

The meeting started with the statement that Mr. Workman had been able to find three additional errors in his estimating sheets but none that approached the $300,000 - $400,000 difference they were looking for.

The errors were as follows:

1. Temporary Protection and Direction of Traffic - Omitted sign removal, which is approximately equal to installation cost - $10,620.

2. In the averaging of the labor costs involved in the project, an arithmetical error was apparently made. The average should be $135 per day instead of $132 per day. This would total $8,500 for the project.

3. Class 1 preparation - No equipment costs were included. This would total approximately $5,000.

The total of these three items above is $24,120. This, added to the other two errors claimed in the previous meeting, makes the total for the project approximately $79,172.

It should be noted that all of the figures claimed as errors and included in both this memo and the one dated April 15, 1983 are approximate, as Mr. Workman has not submitted any official claim to date.

Mr. Workman's attorney requested that he be given a few more days to allow Mr. Workman to continue looking for some gross oversight in the range of $300,000.

This request was granted and a meeting scheduled Monday, April 25, 1983 at 10:30 a.m. in my office.

Mr. Workman is expected to come to the next meeting with an official request for relief of his bid.

ESH:ja

cc/enc. R. W. Gormsen
Jack Sollis
Walt Hart
Gary Potter

STATE OF OREGON
TECHNICAL SERVICES BRANCH

INTEROFFICE MEMO
DES 6

TO: MEMO TO THE FILE

DATE: April 15, 1983

ESHunter

FROM: E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Willamette River (Marquam) Bridge
Bid Opening on April 14, 1983

I received the attached letter from Fran Neavoll on Friday, April 15. Called Bob Workman's office and was advised he had gone to Jacksonville. Asked his office to contact him and have him call me this afternoon.

At 2:45 p.m., Mr. Workman and I agreed to meet at 4 p.m. this date. I requested him to bring documentation supporting his claim of errors in the bid he submitted Thursday, April 14, 1983 on the Willamette River (Marquam) Bridge project.

Mr. Workman met with Potter, Hart, Sollis and me at 4 p.m. this afternoon. He gave us photocopies of his work sheets used in preparing the bids.

Mr. Workman pointed out two errors in extension for labor:

	Bid	Corrected		Difference
Class 2 Preparation	$70,000	$113,000	=	$43,000
Class 1 Preparation	$12,500	$ 24,552	=	$12,052
				$55,052

He stated that he had not had time to review all bid items, as he left last night to be at a final inspection today.

We kept the work sheets and agreed to meet with Mr. Workman at 3 p.m., Monday, April 18, 1983.

I advised Mr. Workman to appear Monday with any request he was to make of the Highway Division in writing.

During the discussion, Mr. Workman stated that he was intentionally $500,000 below the second low bidder, and maybe more.

Labor	- $300,000	(non-union minus credits and rebates)
Mobile Mixers	- $100,000	
Lower Gross Profit	- $100,000	
	$500,000	

ESH:ja
Attachment

81-125-1387

SIUSLAW
CONSTRUCTION CO

April 14, 1983

Robert W. Gormsen, Manager, Commission Services
Department of Transportation, Highway Division
121 Transportation Building
Salem, Or. 97310

Re: Marquam Bridge Overlay Bid

Gentlemen:

We are concerned that the bid our firm submitted today was not the bid we had intended. We have found two errors and are in the process of a comprehensive review of all of our worksheets.

We respectfully request that no award be made until we have completed the review of our entire estimate and have had an oportunity to meet with your representatives. We would anticipate that this review will be complete by late Monday and would desire to meet with you sometime Tuesday, April 19, 1983.

Sincerely,

SIUSLAW CONSTRUCTION, INC.

Robert Workman
President

CERTIFIED
P 218 476 112
MAIL

RW:sm

4/15/83
Ed Hunter called
Mr Workman &
they are arranging
a meeting with
Sellers - we
need not ack.
this letter.
fran

cc Ed Hunter
Gary Potter (Harry)

RECEIVED
1:30 pm
APR 15 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

15793 S.E. PIAZZA AVE./CLACKAMAS, OR 97015/503/655/1945

BIDS RECEIVED MBE GOALS: M.O.____

April 14, 1983 W.O.____

TOTAL ____

Project No. ____ Multnomah County Willamette River (Marquam) Br. Section of the Pacific Hwy. Deck Overlay

1. Siuslaw Const. Inc. Clackamas 1,399,704.00
2. Hamilton Construction Co. Springfield 2,290,468.00
3. Eisenhower Construction Aurora, CO 2,295,071.00
4. Green & White Rock Products, Inc. Corvallis 2,839,748.50
5. F. E. Ward, Inc. Vancouver, WA 2,865,151.00
6. N.A. Degerstrom Inc. Spokane, WA 3,121,278.00
7. ____
8. ____
9. ____
10. Engineers Estimate $ 3,010,176.00
11. ____
12. ____
13. ____
14. ____
15. ____
16. ____

5420

Official File

RECEIVED

LEGAL

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S.W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROBERT S. BANKS, JR.

TELEPHONE 223-1107
AREA CODE 503

LEO LEVENSON
OF COUNSEL
1903-1981

April 26, 1983

NOTED

Mr. Jack Sollis
Office of the Attorney General
Department of Justice
100 Justice Building
Salem, OR 97310

Re: Willamette River (Marquam) Bridge
Pacific Highway (I-5)

Dear Jack:

As you are aware, Siuslaw Construction, Inc. has requested withdrawal of its bid and the return of its bid security on the referenced project. This action was necessitated by Siuslaw's substantial and honest material mistakes of fact in its bid, without remedy for which Siuslaw would have incurred a substantial loss if forced to proceed with the project. It is well recognized that such mistakes may be the basis for withdrawal or rescission of the bid. See: Rushlight Co. v. City of Portland, 189 Or 195, 219 P.2d 732 (1950); Highway Commissioner v. State Construction Co., 203 Or 414, 280 P.2d 370 (1955); Ace Electric Co v. PGE, 55 Or App 382, 637 P.2d 1366 (1981); Elsinore Union Elementary School Dist. v. Kastorff, 54 Cal.2d 380, 353 P.2d 713 (1960); Boise Junior College Dist. v. Mattefs Construction Co., 92 Ida. 757, 450 P.2d 604 (1969).

If you have any questions regarding my client's action, please feel free to contact me.

Very truly yours,

KOBIN & MEYER, P.C.

Daniel J. Seifer

nig 1620 8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-6(101)301

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrqtor
FHWA, Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 00133

6. TO
Mr. H. S. Coulter, State Highway Engineer
State Highway Division
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-16-83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
WILLAMETTE RIVER (MARQUAM) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK
Bridge Restoration and Rehabilitation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's March 14, 1983 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $3,358,395; Federal funds $3,097,111.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 23 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig w/ att. to
3/23

14. DATE March 16, 1983

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

9620 8

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-6(99)301

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 00133

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/18/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION: Willamette River (Marquam) Bridge Section (Portland)

11. GENERAL DESCRIPTION OF WORK: Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Program change See below

13. REMARKS

As requested in Mr. Swan's letter of 8/4/82 I approve the revised Preliminary Engineering Costs to a TEC of $50,750 Federal Funds $48,736.

(Increase TEC $40,750 Federal Funds $39,921)

RECEIVED
STATE HWY ENGR
AUG 20 '82
REFER TO [illegible]
FOR
Info | Inves | R/D | D R | Sign | Act | File

Orig to
8-30-82

14. DATE 8/18/82

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

8

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: June 18, 1982

File No: TRA (Hwy. 1)

CPM AE OE PPM LE
TOS RECEIVED
CS JUN 22 1982 PDM
CSA Metro Region TAM
SO PA EM LM

TO: JOHN HANKS AND MIKE BAUER

FROM: THOMAS H. SCHWAB
Transportation Analysis Manager

SUBJECT: Marquam Bridge Overlay Project

NOTED
E. S. HUNTER

On Tuesday morning, June 15, 1982, John Hanks, Mike Bauer, and I met to discuss traffic control related to the Marquam Bridge Overlay Project. The City Traffic Bureau has completed their review of the report published by the Highway Division for the Marquam Bridge Overlay Project. The purpose of this meeting was to discuss the traffic analysis work done to date for the report and answer the concerns that the City might have about the project.

After some discussion of the capacity deficient sections as a result of alternative 1 and 2, we attempted to evaluate the results of a combination of these alternatives, i.e. complete closure of the lower deck southbound only, and possibly one lane open, or alternative 2, for the northbound work or upper deck location. Major capacity problems at many locations along the route of diverted traffic are difficult, if not impossible, to minimize with alternative 1.

It was concluded that alternative 2 (retain one-way operation on the bridge) would provide the most feasible alternative. It was agreed that the project should be completed as rapidly as possible. Howevever, creating the even tolerable capacity required for alternative 1 cannot be provided.

Traffic count data available for certain on-ramps to the freeway system will be supplied to Mike Bauer for further review. He will review traffic volume data, particularly for those suggested ramp closures during the project period and determine possible problems for further study that will be required for this diverted traffic. John Hanks will develop the capacity/traffic volume information to analyze the degree of deficiency in the capacity deficient segments.

It was agreed to favor alternative 2 because this alternative has a possibility of carrying traffic during this period at a tolerable level of service. During the next several weeks, we will be developing the traffic improvement measures for this alternative and assemble again the first week in July to determine how much analysis will be required on routes other than the freeway.

po

cc: E. L. Hardt

CC: Ed Hunter
Walt Hart } FYI
ELH

RECEIVED
TECHNICAL SERVICES
JUN 25 '82
REFER TO
FOR
File
Act
Sign
O/R
R/O
Invest
Info

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region I
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

May 3, 1982

RECEIVED
STATE HWY ENGR
MAY 4 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

In Reply Refer to
File No.:

Don Bergstrom
Traffic Engineer
City of Portland
317 SW Alder
Portland, OR 97204

NOTED
W. E. SCHWARTZ

Dear Sir:

The decks of the Marquam Bridge, which was opened to traffic in 1966, are worn to the extent that an overlay is necessary. "Marquam Bridge" in this sense means both the northbound (top deck) and southbound (lower deck), as well as all four approaches. I've attached a copy of a study done by the Oregon State Highway Division which explores three alternatives for this overlay. Alternates 1 and 2 would use a modified Portland Cement Concrete for the overlay. Under Alternate 1, while the northbound or southbound roadway was being paved, it would be completely closed to traffic. Under Alternate 2, while the paving was being done, one lane of traffic would be kept open. Alternate 3 is an asphalt overlay which would be done during the nights and weekends while one lane on each level was kept open.

The Highway Division has selected Alternate 2 --- paving with Portland Cement Concrete with one lane open --- as the preferred alternative. We discarded Alternate 1, although it is less expensive than Alternate 2, because we felt the traffic impacts of completely closing each level of bridge would be unacceptable. We discarded Alternate 3 (asphaltic overlay) because the Portland Cement Concrete, because of its nature, will structurally strengthen the bridge and we would expect to get at least 15 years of wear from it, as opposed to the three or four years that we typically get with asphalt under the traffic volumes that the Marquam Bridge carries.

The Marquam Bridge Overlay Alternates report analyses the traffic impacts on the highway system of reducing the Marquam Bridge to one lane during the overlay work (see pages 10 through 13). Even after suggesting some improvements to the impacted sections, the report still identifies some unsolved traffic deficiencies. It also suggests that certain on-ramps to the freeway be closed in order to adjust traffic volumes on various parts of the system. Closing these ramps will, obviously, impact the city's street system and minor state highways and these impacts have not been identified.

In order to identify all of the traffic impacts on both the state's and the city's system, I am suggesting that we appoint a team consisting of staff from your department to work with Tom Schwab and John Hanks from the Highway Division. After the full affects of this proposal are determined, we then can work out solutions in order that the traffic demands can be satisfied for this project. I am looking forward to meeting with you on May 3 to discuss the project with you in some detail.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Metro Region Engineer

Attachment

ELH/cp
bc W. E. Schwartz
E. S. Hunter
C. T. Keasey
Hal Versteeg
Walt Hart
Tom Schwab
L. E. George
John Hanks

Final

MARQUAM BRIDGE OVERLAY ALTERNATES

I LATEX MODIFIED CONCRETE - DECK CLOSED
II LATEX MODIFIED CONCRETE - LANES CLOSED
III RUBBERIZED ASPHALT CONCRETE - LANES CLOSED

APRIL 1982
OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

BRIDGE DESIGN SECTION

MARQUAM BRIDGE OVERLAY

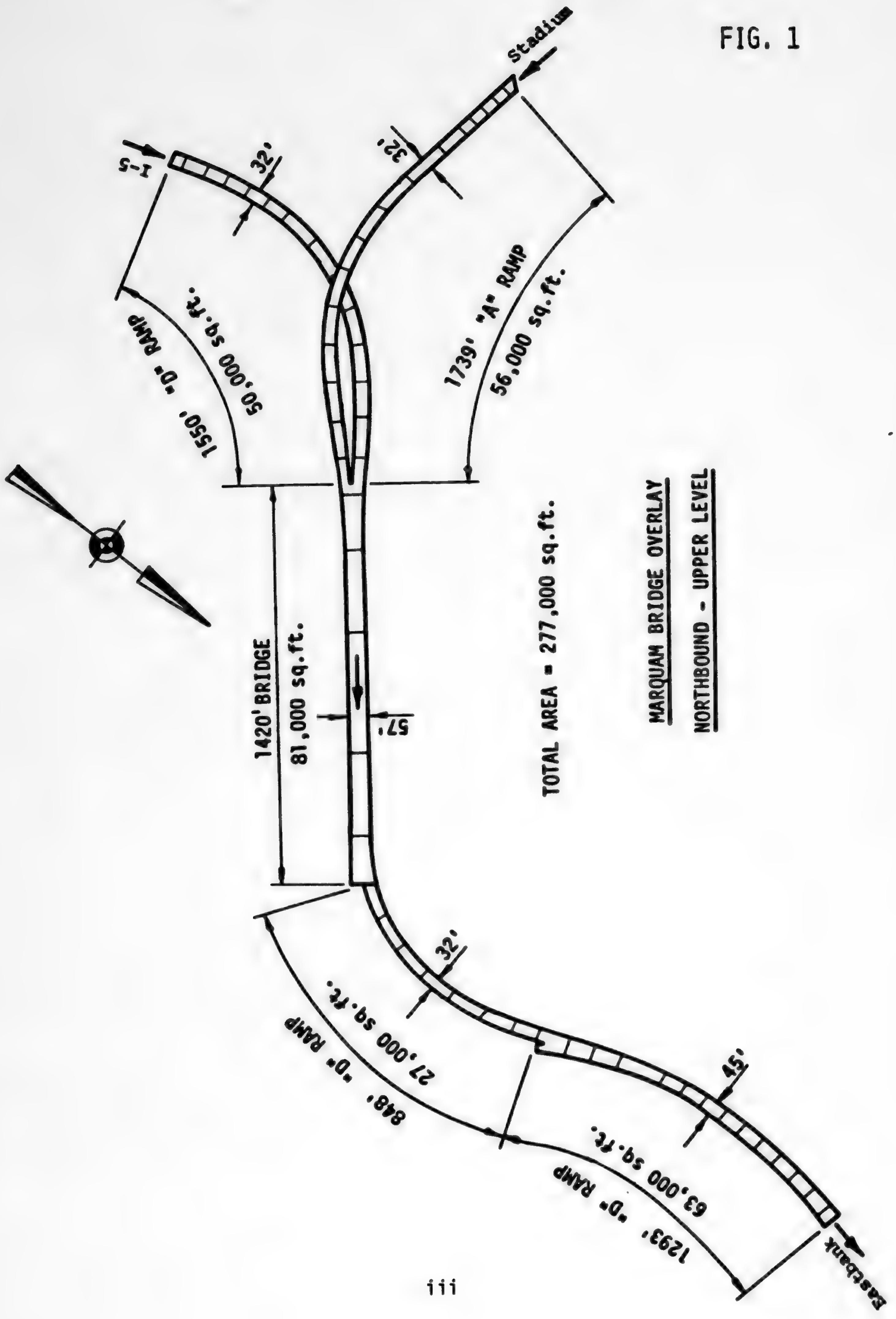
ALTERNATES

I LATEX MODIFIED CONCRETE - DECK CLOSED
II LATEX MODIFIED CONCRETE - LANES CLOSED
III RUBBERIZED ASPHALT CONCRETE - LANES CLOSED

FOREWARD

THIS REPORT WAS PREPARED AS AN AID TO THOSE PERSONS WHO MUST DECIDE THE TYPE OF OVERLAY TO APPLY TO THE MARQUAM BRIDGE AND WHAT DEGREE OF TRAFFIC DISRUPTION CAN BE TOLERATED IN THE PORTLAND AREA WHILE THE OVERLAY IS BEING APPLIED.

FIG. 1

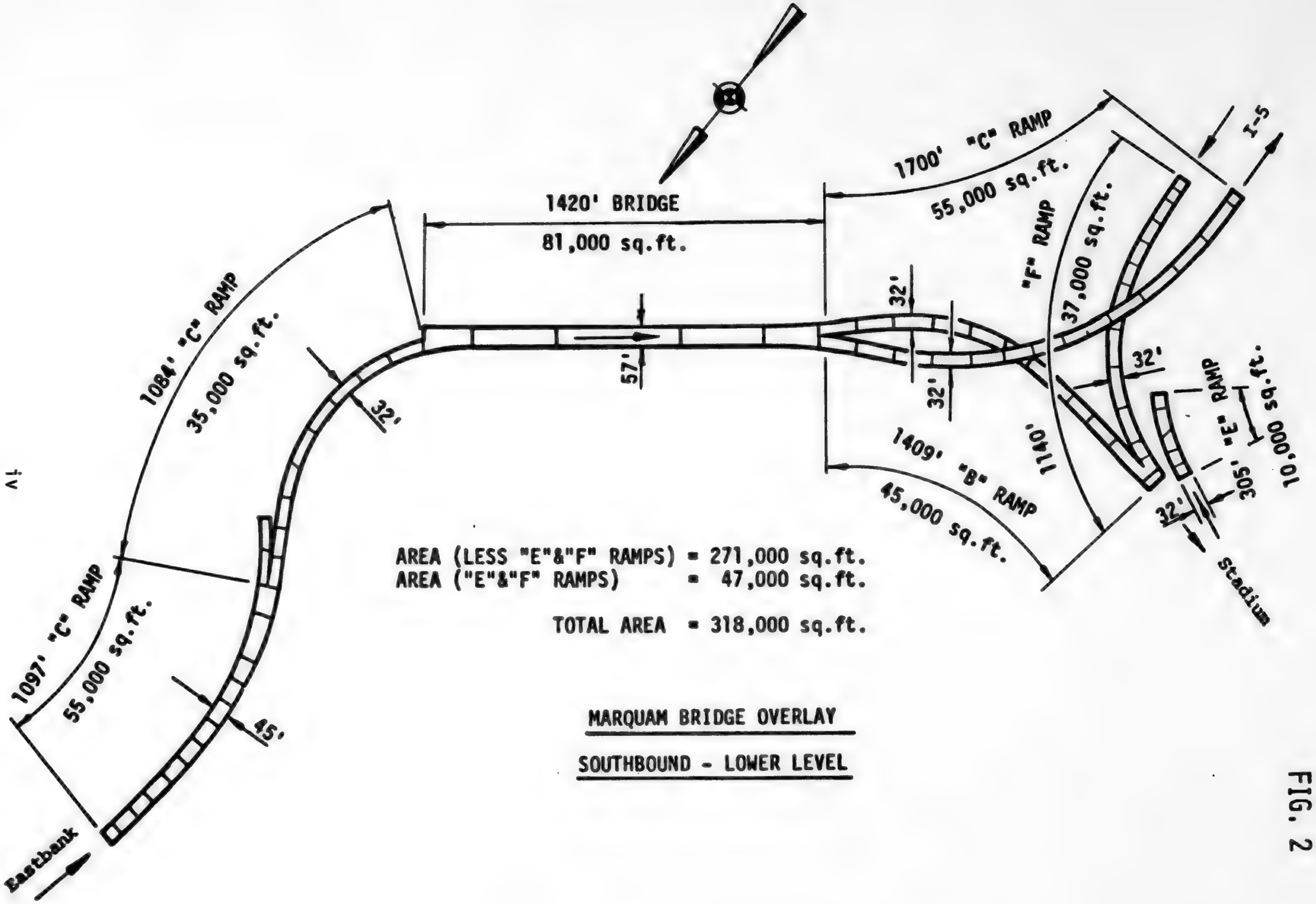


MARQUAM BRIDGE OVERLAY

NORTHBOUND - UPPER LEVEL

Stadium
I-5
32'
32'
1550' "D" RAMP
50,000 sq.ft.
1739' "A" RAMP
56,000 sq.ft.
1420' BRIDGE
81,000 sq.ft.
57'
TOTAL AREA = 277,000 sq.ft.
32'
848' "D" RAMP
27,000 sq.ft.
45'
1293' "D" RAMP
63,000 sq.ft.
Eastbank

FIG. 2


1420' BRIDGE
81,000 sq.ft.
57'
1084' "C" RAMP
35,000 sq.ft.
32'
1097' "C" RAMP
55,000 sq.ft.
45'
Eastbank
1700' "C" RAMP
55,000 sq.ft.
"F" RAMP
37,000 sq.ft.
1140'
32'
32'
32'
1409' "B" RAMP
45,000 sq.ft.
I-5
305' "E" RAMP
10,000 sq.ft.
32'
Stadium

AREA (LESS "E"&"F" RAMPS) = 271,000 sq.ft.
AREA ("E"&"F" RAMPS) = 47,000 sq.ft.

TOTAL AREA = 318,000 sq.ft.

MARQUAM BRIDGE OVERLAY

SOUTHBOUND - LOWER LEVEL

MARQUAM BRIDGE OVERLAY

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MARQUAM BRIDGE OVERLAY
ALTERNATES

A. INTRODUCTION

The Marquam Bridge decks are badly worn and rutted and are long overdue for an overlay. The most desirable overlay from a structural and maintenance point of view is a bonded Latex Modified Concrete (LMC) that will add strength and durability to the deck. But the LMC overlay has a high initial cost and would cause a great deal of traffic disruption during its application because of the lengthy deck preparation and cure time.

An alternative, but less desirable, overlay is a Rubberized Asphalt Concrete (RAC) that will seal the deck and improve the ride quality but does not add strength or prolong the life of the deck. The RAC overlay is less costly initially and can be applied in a shorter time with less traffic disruption.

This report discusses the overlay alternatives available and their relative merits in terms of strength and durability, traffic problems and cost. These alternates are:

I. Latex Modified Concrete - Deck Closed
II. Latex Modified Concrete - Lanes Closed
III. Rubberized Asphalt Concrete - Lanes Closed

B. RECOMMENDATION

The long-term superiority of the Latex Modified Concrete overlay, in terms of added strength, durability and longevity, outweigh its initial cost differential and traffic problems. It is, therefore, recommended that the bonded structural overlay be applied to the Marquam Bridge and ramps. In order to facilitate deck preparation and joint repair and to eliminate vibrations caused by adjacent traffic and to minimize total project time, it is also recommended that the traffic scheme described in Alternate I be used.

C. CONDITION OF DECK

The Marquam Bridge is a two-level structure carrying Interstate 5 northbound traffic on its upper deck and southbound traffic on its lower deck. It was opened in 1966 and carries approximately 100,000 vehicles per day. Weekday peak-hour traffic demand is 4,100 vehicles northbound in the morning and 3,500 vehicles southbound in the evening.

The concrete deck is worn and cracked over most of its surface and has wheel line ruts up to 5/8-inch deep. Reinforcing steel cover is generally inadequate; there are some areas with rebar completely exposed. Chloride content of up to 2.5 lbs per cubic yard has been measured, but it has not yet penetrated to the reinforcing steel and does not appear to be a problem at this time. There are some areas of concrete delamination and many loose and cracked armored corner angles at expansion joints. (See the Deck Condition Survey in the Appendix.)

The deck design standards in use when the Marquam Bridge was built are considered inadequate today. A modern deck would be thicker and stiffer with more concrete cover over the rebar. The combination of inadequate design, high traffic volumes and, studded tire wear has led to the point where unless appropriate remedial action is taken, the entire deck may need to be replaced in a few years.

D. OVERLAYS

1. Rubberized Asphalt Concrete (RAC)

Rubberized Asphalt Concrete overlay is a very dense, asphalt rich mixture with latex modifier additives that provides a waterproof-wearing surface to concrete decks.

RAC is somewhat more difficult to lay than standard AC because it is very sticky and must be kept at a high temperature during application. Surface preparation consists of cleaning and possibly sandblasting the deck. Wheel ruts must be filled and compacted prior to application of the overlay to prevent the ruts from reoccurring almost immediately.

The RAC will be applied in two one-inch lifts with traffic allowed on the overlay between lifts.

While RAC wears better than standard AC, it is anticipated that the surface will need to be ground down to remove wheel ruts every 4 to 6 years.

2. Latex Modified Concrete (LMC)

Latex Modified Concrete is a portland cement based concrete with latex additive that provides a bonded, waterproof, very durable structural overlay to concrete decks.

It is a high-slump concrete that is poured to a thickness of 1-1/2 inches on a damp surface in temperatures less than 80°F. The LMC must be damp cured under wet burlap for 24 hours and dry cured for 72 hours. Traffic cannot be allowed on the overlay during this 4-day cure time. There is some concern that traffic adjacent to the overlay during the cure might possibly cause debonding.

The LMC acts as a part of the deck providing additional structural capacity and stiffness. It is a very durable wearing surface and will outlast the RAC by a factor of 4.

Surface preparation consists of scarifying the deck to a depth of 1/2 inch (Class 1 Preparation) removing and patching loose concrete and removing concrete around exposed rebar where bond has been destroyed (Class 2 Preparation).

It is anticipated that three crews will be used to place the overlay: a deck preparation crew, a pouring crew and a joint modification crew. The crews can prepare 6,000 to 10,000 square yards of deck per day. They can pour 2,500 square yards per day without traffic and 1,500 square yards per day if traffic is maintained on the deck.

E. TRAFFIC EVALUATION PROCEDURE

The alternates studies for this report result in either limiting or excluding traffic from a deck of the Marquam Bridge. Each alternate varies in the degree that traffic will divert to other routes, thereby causing differing traffic impacts to the highway and street system. The alternates with respect to traffic accommodation are:

1. One deck open,other deck closed to traffic. . . . . . Full Week Work
2. One deck open,other deck one lane open to traffic . . Full Week Work
3. One deck open,other deck one lane open to traffic . Weekend Work Only

The most effected freeways and streets were evaluated to determine their capacity at the maximum volume to provide level of service "D" operation. This volume was compared to anticipated peak-hour traffic volumes due to diversions for each alternate to determine probable congestion zones. These locations were then analyzed to determine if capacity improvement or traffic flow management could alleviate the deficiencies.

[Level of Service "D"--Approaching unstable flow;delays to vehicles may be substantial during short peaks.]

Possible action considered to eliminate or mitigate congestion on alternate routes include:

1. Preconstruction publicity to inform the media and public
2. Add lanes to freeways and ramps by restriping
3. Close on ramps to reduce traffic volumes
4. Meter on ramps where possible

F. ALTERNATE I - LMC DECK CLOSED

Under this alternate, each deck will be closed completely in turn to allow for the placement of a Latex Modified Concrete overlay without interruption from traffic and without the possibility of debonding caused by vehicle impact.

The southbound (lower level) deck will be closed for 18 days and the northbound (upper level) deck will be closed for 19 days for deck preparation, pouring and curing. Joints will be repaired and modified during the deck preparation work.

The Interstate 5 - Stadium Ramps "E" and "F" will be paved separately and are not included under this alternate.

Alternately closing each bridge deck to traffic results in diverting 45,000 to 53,000 vehicles to alternate routes. These routes do not have sufficient surplus capacity during weekday peak periods to adequately accommodate this traffic diversion. Although improvements are recommended to mitigate capacity deficiencies, some locations remain as potential bottlenecks.

Traffic impact caused by closure of the northbound and southbound decks will be discussed separately.

1. Closure of Northbound Deck (Upper Level)

The most logical diversion routes during closure of the northbound deck are shown in Figure 3*and are listed below:

PRESENT ROUTE	DIVERSION ROUTE
I-5 Through Traffic	Stadium Freeway - Fremont Bridge
I-5 to Banfield	Front Avenue - Steel Bridge
Sunset Hwy to Banfield	Stadium - Fremont Bridge - Eastbank

The location of peak-period congestion zones and proposed improvements are shown in Figures 4, 7 and 7a and are listed below:

---

*Figures 3 through 16 immediately follow the Narrative, Pages 21 - 35.

a. Stadium Freeway

Congestion Zones

1. Sixth Avenue On Ramp to Sunset Highway/12th Avenue Off Ramp
2. Salmon Street Off Ramp to Glisan Street/15th Avenue On Ramp

Improvement

1. None
2. Restripe an additional traffic lane between Salmon Street Off Ramp and Glisan Street On Ramp

b. Front Avenue

Congestion Zone

Clay Street to Pine Street

Improvement

None

c. Eastbank Freeway

Congestion Zone

Coliseum/Williams On Ramp to Banfield Off Ramp

Improvement

Close the Coliseum/Williams On Ramp

d. Banfield Interchange

Congestion Zone

Steel Bridge/Eastbank Ramp to Banfield Freeway eastbound

Improvement

Restripe the Steel Bridge/Eastbank Ramp to the Banfield for two lanes
Extend the striping beyond the Third Avenue On Ramp
Close the Third Avenue On Ramp

e. Sunset Interchange

Congestion Zone

Northbound On Ramp from Sunset Highway to Stadium Freeway

Improvement

None

2. Closure of Southbound Deck (Lower Level)

The anticipated diversion routes during closure of the southbound deck are shown in Figure 5 and are listed below:

ALTERNATE I

PRESENT ROUTE	DIVERSION ROUTE
I-5 Through Traffic	Fremont Bridge - Stadium Freeway
Banfield to I-5 South	Morrison Bridge - Front Avenue
Banfield to Sunset Hwy	Eastbank - Fremont Bridge - Stadium

The location of peak-period congestion zones and proposed improvements are shown in Figures 6, 7 and 7a and are listed below:

a. Stadium Freeway

Congestion Zone

Glisan Street Off Ramp to Sunset Highway Off Ramp
Taylor Street On Ramp to Broadway Off Ramp

Improvement

Restripe an additional traffic lane between Glisan Street Off Ramp and Everett Street On Ramp
Close Everett Street and 13th Avenue On Ramps

b. Front Avenue

Congestion Zone

Morrison Bridge to Market Street

Improvement

None

c. Eastbank Freeway

Congestion Zones

1. Banfield On Ramp to Fremont Bridge Off Ramp
2. Banfield to Morrison Bridge C and D Ramps

Improvement

1. Restripe the Northbound Section through the Broadway/Williams Interchange area to provide three lanes
   Reduce the metering rate for the Broadway On Ramp to allow fewer vehicles on the freeway
2. None

d. Sunset Interchange

Congestion Zone

Southbound Stadium Off Ramp to Sunset Highway

Improvement

None

3. Unsolved Traffic Deficiencies

Figure 8 shows the location of capacity deficient sections that will remain after the improvements to the diversion routes have been made.

a. Stadium Freeway-Sixth Avenue On Ramp to Sunset/13th Avenue Off Ramp

This section of freeway is a three-lane roadway plus an 800-foot auxiliary lane between ramps. The major problem is the short weave distance between ramps and the high volume of entering and exiting traffic. The solution is decreasing ramp traffic. Closing the Sixth Avenue On Ramp would eliminate this problem, but would divert 15,000 vehicles using this ramp to other city streets. This would cause an adverse impact to the street network.

b. Front Avenue-Market Street to Steel Bridge

This city street section has four lanes plus left-turn lanes. Ten signals exist along this diversion route. The capacity control of the signals and the impracticality of adding lanes results in another unsolved problem section.

c. Banfield Interchange-Northbound Ramp from Banfield to Eastbank Freeway

This is a single-lane ramp with an existing morning peak-hour volume of 1,900 vehicles. The additional traffic diverted to this ramp, destined to the Sunset Highway, will exceed its capacity.

d. Eastbank Freeway-Banfield/Morrison Bridge C-D Roadway

This is a two-lane roadway that is expected to experience an adverse evening weave conflict. Traffic from the Banfield destined to I-5 South, via Morrison Bridge and Front Avenue, will be in a weave conflict with the high traffic volume from the Eastbank destined to Union Avenue.

e. Sunset Interchange

The single-lane ramps between Sunset Highway and Stadium Freeway have peak-hour volumes of 1,900 to 2,000 vehicles. With the Marquam Bridge closed, traffic destined between Sunset Highway and Banfield Freeway is diverted via these ramps. This additional traffic diversion will exceed the ramp capacity.

G. ALTERNATE II - LMC LANES CLOSED

Under this alternate, each deck will be paved in turn with Latex Modified Concrete and at least one lane of automobile traffic will be open on the deck being paved. The exclusion of truck traffic will reduce the risk of debonding due to vehicle impact. The open lane will reduce the traffic congestion problems on diversion routes.

The southbound (lower level) deck will be closed for 36 days (see Figure 9) and the northbound (upper level) deck will be closed for 33 days (see Figure 10) for deck preparation, pouring and curing. Joints will be repaired and modified during the deck preparation work.

Access to I-5 and the Stadium Freeway will be maintained during paving of the southbound deck, but only I-5 traffic will be accommodated during the northbound paving. Stadium Freeway traffic will be excluded from the northbound deck because of the difficulty or merging two lanes on the bridge.

Figures 11 and 12 show the work areas and traffic lanes that will be available on the ramps during construction. During northbound work, a single 12-foot lane over a mile in length will be utilized for a majority of the construction time. This lane will obviously be very vulnerable to major traffic delays due to breakdowns and accidents. Emergency vehicles will have difficulty reaching disabled vehicles in this lane.

Alternately limiting each deck to one traffic lane results in diversions to other routes, but four major movements will retain their normal traffic patterns:

Northbound	I-5 to Banfield I-5 Through Traffic
Southbound	Banfield to I-5 Banfield to Stadium

The diverted traffic will cause some bottlenecks on the diversion routes. Improvements are recommended for some congestion zones, but others remain as potential bottlenecks.

Traffic impacts caused by limiting the northbound and southbound decks will be discussed separately.

1. Northbound Deck - One Lane Open

The northbound lane will serve traffic from I-5 South only.

To be able to accommodate both I-5 to Banfield and Northbound I-5 through traffic in a single lane, some reduction is required in the volume of I-5 traffic approaching the Marquam Bridge. The suggested method of decreasing I-5 traffic is closing northbound on ramps at the following locations:

a. Macadam Avenue
b. Terwilliger Boulevard
c. Spring Garden Boulevard

The major traffic movement diverted to other routes is shown in Figure 13 and is listed below:

PRESENT ROUTE	DIVERSION ROUTE
Sunset Hwy to Banfield	Stadium - Fremont Bridge - Eastbank

The location of peak-period congestion zones and proposed improvements are shown in Figures 15, 7 and 7a and are listed below:

a. Front Avenue

Congestion Zone

Harrison Street to Hawthorne Boulevard

Improvement

None

b. Eastbank Freeway

Congestion Zone

Coliseum/Williams On Ramp to Banfield Off Ramp

Improvement

Close Coliseum/Williams On Ramp

c. Sunset Interchange

Congestion Zone

Northbound On Ramp from Sunset Highway to Stadium Freeway

Improvement

None

2. Southbound Deck - One Lane Open

The single-southbound lane will serve traffic from the Banfield to I-5 South and to Stadium Freeway only. The major movement diverted to other routes is shown by Figure 14 and is listed below:

PRESENT ROUTE	DIVERSION ROUTE
I-5 Through Traffic	Fremont Bridge - Stadium Freeway

The location of peak-period congestion zones and proposed improvements are shown in Figures 15 and 7 and are listed below:

a. Stadium Freeway

Congestion Zone

Glisan Street Off Ramp to Sunset Highway Off Ramp
Taylor Street On Ramp to Broadway Off Ramp

Improvement

Restripe an additional traffic lane between Glisan Street Off Ramp and Everett Street On Ramp
Close Everett Street and 13th Avenue On Ramps

3. Unsolved Traffic Deficiencies

Figure 16 shows the location of capacity deficient sections that will remain after improvements to the diversion routes have been made.

a. Front Avenue-Harrison Street to Hawthorne Bridge

The closure of Macadam, Terwilliger, and Spring Garden on ramps will divert traffic to Front Avenue. The capacity control of signalized intersections and the impracticality of adding lanes results in an unsolved problem section.

b. Sunset Interchange

The single-lane ramp from Sunset Highway to Stadium Freeway has a morning peak-hour volume of 2,000 vehicles Traffic from the Sunset Highway destined to the Banfield is diverted to this ramp. This additional traffic will exceed the ramp capacity.

H. ALTERNATE III - RAC LANES CLOSED

Under this alternate the structure will be paved with Rubberized Asphalt Concrete during weekends only with one lane open to traffic on the deck being paved. Traffic will be controlled on the bridge by coning, signing and flagging.

This alternate has the least traffic impacts because the overlay work is conducted during weekends when peak-period work trips are avoided.

Alternate routes generally have reserve capacity to accommodate traffic diversion. The diversion routes are the same as Alternate II and are listed below.

	PRESENT ROUTE	DIVERSION ROUTE
Northbound	Sunset Hwy to Banfield	Stadium - Fremont Bridge - Eastbank
Southbound	SB I-5 Through Traffic	Fremont Bridge - Stadium Fwy

Capacity deficiencies are limited to the Stadium and Eastbank Freeways. Also some traffic reduction is needed from I-5 South to the Marquam Bridge. Solutions to these problems can be accomplished by ramp closures at the following locations:

Stadium Freeway

Close 13th Avenue On Ramp

Eastbank Freeway

Close Coliseum/Williams On Ramp

I-5 South

Close Macadam Avenue and Terwilliger Boulevard On Ramps

With these ramp closures, unsolved capacity deficiencies are not evident on the highway and street system.

Front Avenue, which had capacity-deficient sections under both Alternates I and II, is free of problem locations under this alternate.

The concern, as described under Alternate II, of increasing

The concern, as described under Alternate II, of increasing accidents in the single lane through the work area also apply to Alternate III.

I. COSTS

ESTIMATED CONSTRUCTION COSTS BASED
ON CURRENT HIGHWAY DIVISION COST DATE ($1,000)

ITEM	QUANTITY	UNIT PRICE	ALTERNATES		
			I	II	III
MAIN BRIDGE & RAMPS					
Joints	4,100 LF	$150	$ 615	$ ---	$ ---
	4,100 LF	200	---	820	820
Class 1 Prep	548,000 SF	.89	488	488	---
Class 2 Prep	27,400 SF	10	274	274	---
Patch Concrete	27,400 SF	3	82	82	---
Fill Ruts		LS	---	---	20
LMC Overlay	548,000 SF	1.62	888	---	---
	548,000 SF	2.03	---	1,112	---
RAC Overlay	548,000 SF	.705	---	---	386
Traffic Control		LS	352	426	200
Mobilization		10%	270	320	143
SUBTOTAL			$2,969	$3,522	$1,569
Engineering & Contingencies		20%	594	704	314
TOTAL			$3,563	$4,226	$1,883
E & F RAMPS					
Joints	450 LF	$200	$ 90	$ 90	$ 90
Class 1 Prep	47,000 SF	.89	42	42	---
Class 2 Prep	2,350 SF	10	24	24	---
Patch Concrete	2,350 SF	3	7	7	---
Fill Ruts		LS	---	---	2
LMC Overlay	47,000 SF	2.03	95	95	---
RAC Overlay	47,00 SF	.705	---	---	33
Traffic Control		LS	30	30	10
Mobilization		10%	29	29	14
SUBTOTAL			$ 317	$ 317	$ 149
Engineering & Contingencies		20%	63	63	30
TOTAL			$ 380	$ 380	$ 179
TOTAL BRIDGE AND E & F RAMPS			$3,943	$4,606	$2,062

MARQUAM BRIDGE OVERLAY

COST AND TIME ESTIMATING FACTORS

Joint Modifications

Full width w/o staging	$150/ LF
Partial width w/ staging	$175/ LF

Class 1 Surface Preparation - Apply to 100% of Deck Area

Cost	$.89/ SF
Area	6,000 to 10,000 SQ.YD./DAY

Class 2 Surface Preparation - Apply to 5% of Deck Area

Cost . . . . $10/ SF

Dense Patch Concrete - Apply to 5% of Deck Area

Cost . . . . $3/ SF

Latex Modified Concrete

Cost	$2.03/ SF W/ TRAFFIC
	$1.62/ SF W/O TRAFFIC
Area	13,500 SF/DAY W/ TRAFFIC
	22,500 SF/DAY W/O TRAFFIC

2-Day Initial Prep Time - - - 4-Day Cure Time
3 Crews Required: Prep Crew, Joint Crew, Pour Crew

Rubberized Asphalt Concrete

Cost . . . . $.705/ SF

Overlay Time

	ALT 1	ALT 2
SB Deck	18 Days	36 Days
NB Deck	19	33
	37 DAYS	69 DAYS

Median Barriers

Provide	$17.50/ LF
Move	$3.50/ LF

Traffic Control

Includes: Signing, Barricading, Restriping, Flagging, Median Barriers

Mobilization 10%

Engineering and Contingencies 20%

Deck Areas

Northbound - Upper Level	277,000 SF
Southbound - Lower Level	271,000 SF
E & F Ramps	47,000 SF

J. PROJECT PLANNING

Summer and early fall weather is best suited for the recommended overlay therefore a late spring or early summer letting date is essential. Federal, State and City officials will need to study the various alternates available in a timely manner so that the project can move forward.

The signing and traffic handling details of the project will require a great deal of planning by people familiar with the Portland Area traffic situation. It will require the cooperation of Metro Region and City Traffic Engineers to identify problem areas not anticipated by this report and to deal with these areas.

Traffic flow during the project will be aided greatly by an informed public. Newspaper and television articles and maps explaining the problems both before and during the project will be a great help. Informational handouts at rest areas and weigh stations, helicopter traffic watch, radio announcement with signs telling where to tune for traffic information are actions that should be considered.

During construction it would be advisable to maintain a 24-hour team of State and Contractor personnel to patrol the routes identifying and repairing maintenance and emergency problems. Private police officers and tow trucks should be kept on constant standby to help where needed.

APPENDIX

ACKNOWLEDGEMENT

THIS REPORT WAS PREPARED BY OLIVER PARENT, MIKE YOUNG AND JUDY BANEGAS OF THE BRIDGE DESIGN SECTION AND JOHN HANKS OF THE TRAFFIC ENGINEERING SECTION UNDER THE DIRECTION OF L. L. WALLACE, P.E., ASSISTANT BRIDGE ENGINEER.

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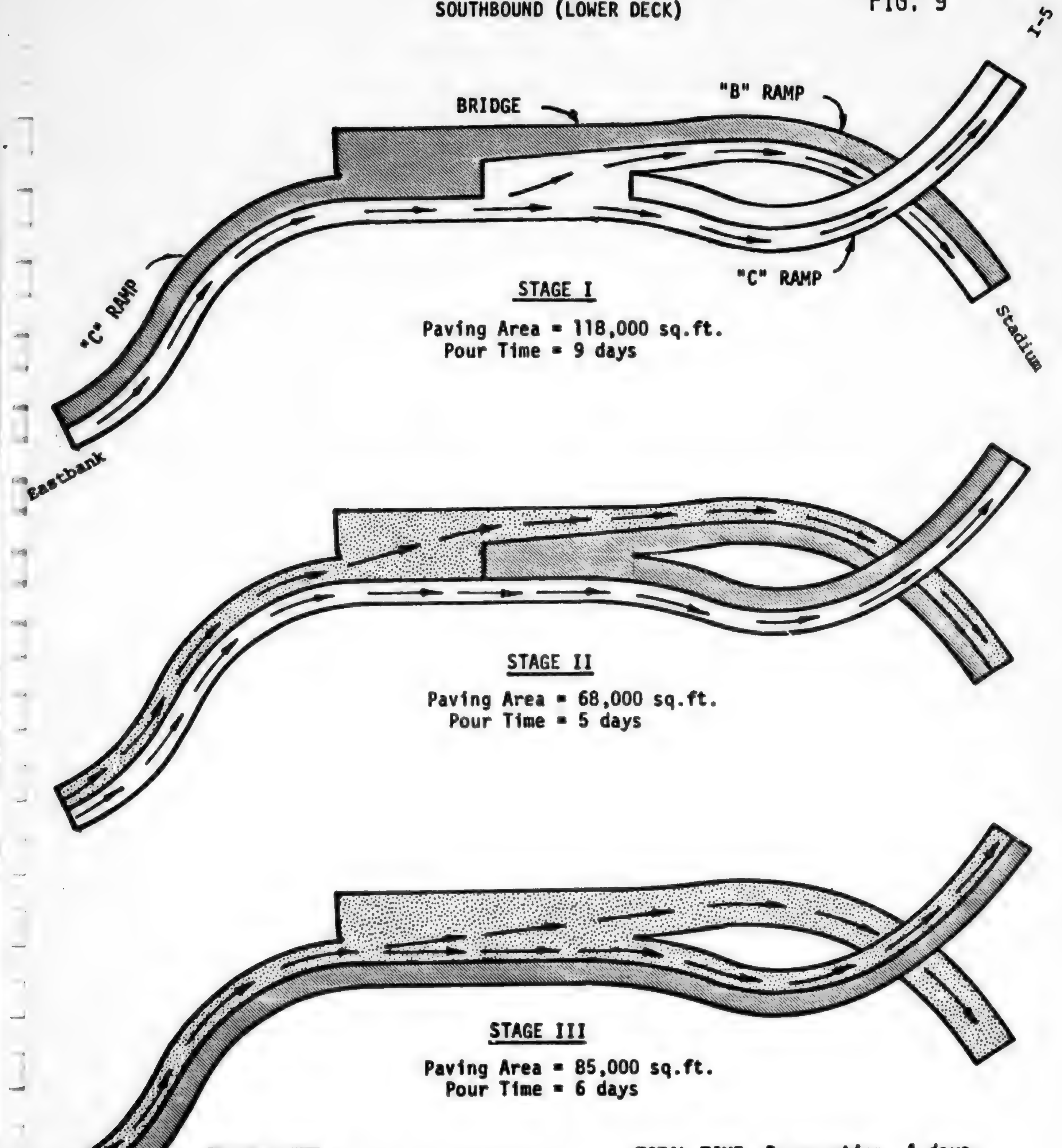
MARQUAM BRIDGE OVERLAY
ALT II
SOUTHBOUND (LOWER DECK)

FIG. 9


I-5
BRIDGE
"B" RAMP
"C" RAMP
"C" RAMP
Stadium
Eastbank

STAGE I

Paving Area = 118,000 sq.ft.
Pour Time = 9 days

STAGE II

Paving Area = 68,000 sq.ft.
Pour Time = 5 days

STAGE III

Paving Area = 85,000 sq.ft.
Pour Time = 6 days

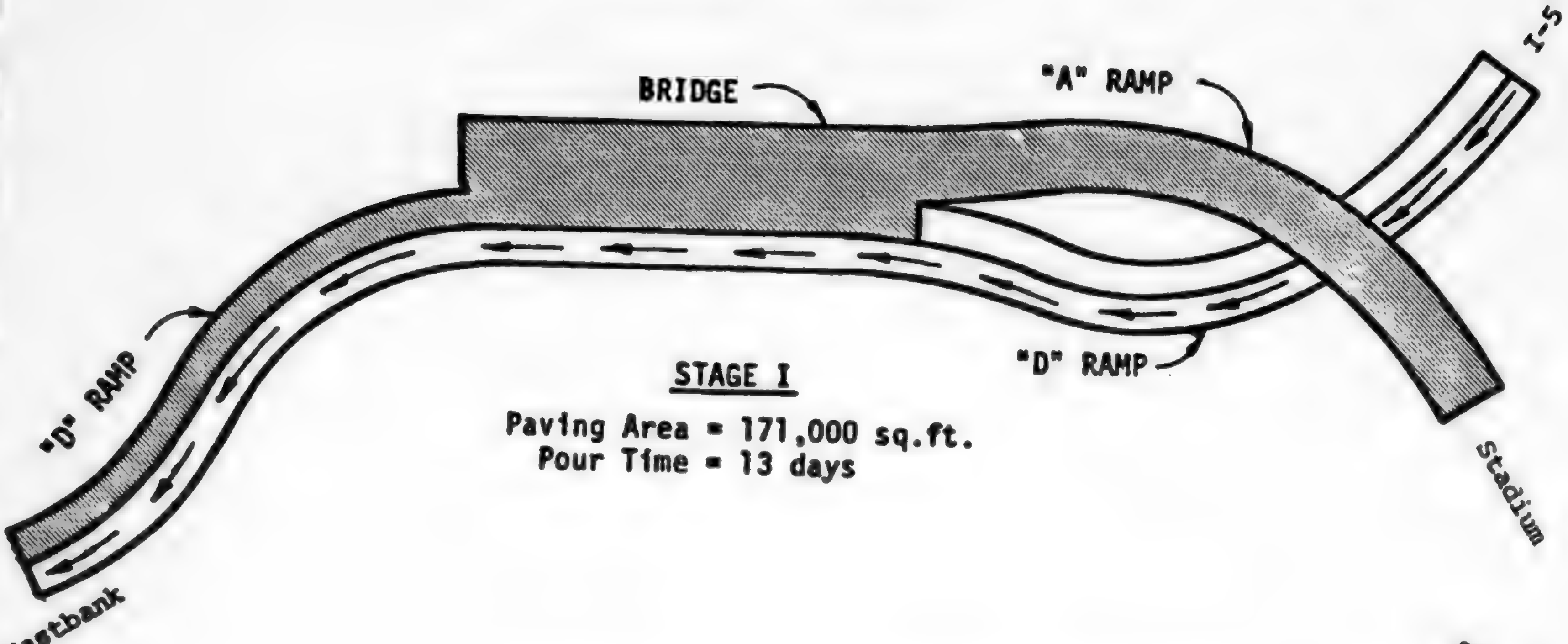
▨ PAVING (CURRENT STAGE)

░ PAVING (PREVIOUS STAGE)

TOTAL TIME		
	Preparation	4 days
	Pour	20 days
	Cure	12 days
		36 days

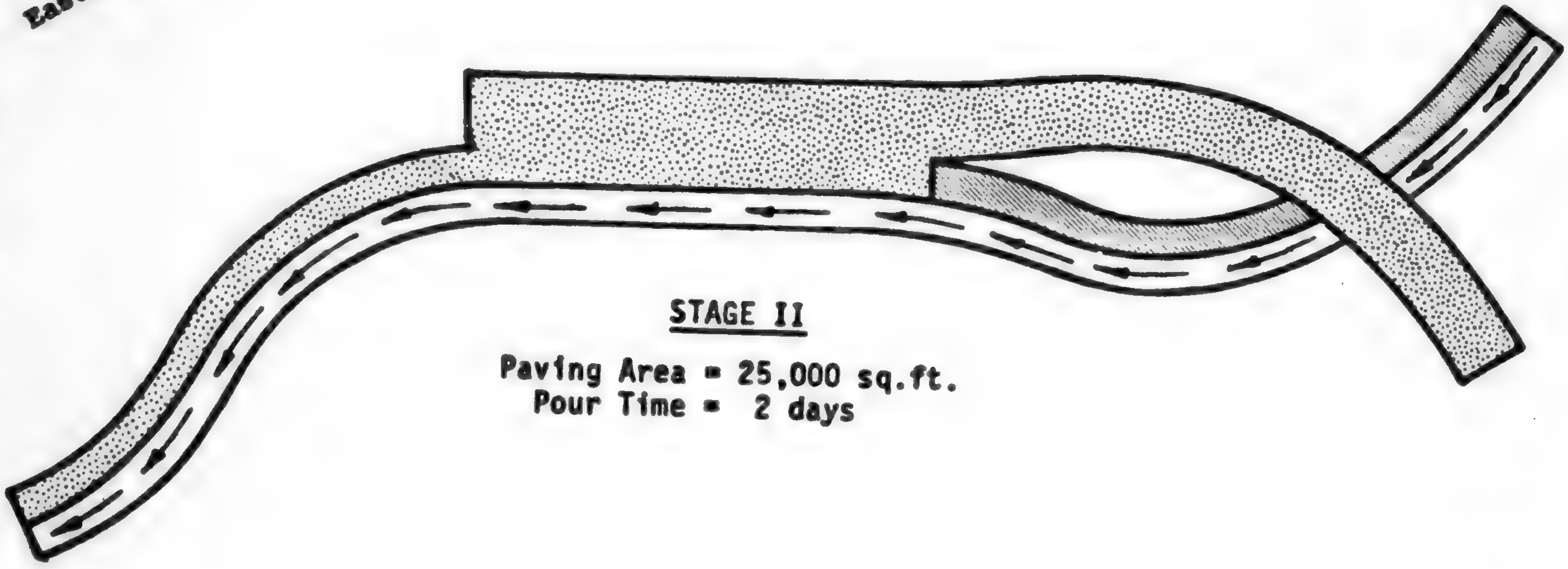
MARQUAM BRIDGE OVERLAY
ALT II
NORTHBOUND (UPPER DECK)

FIG. 10


BRIDGE
"A" RAMP
I-5
"D" RAMP
"D" RAMP
Stadium
Eastbank

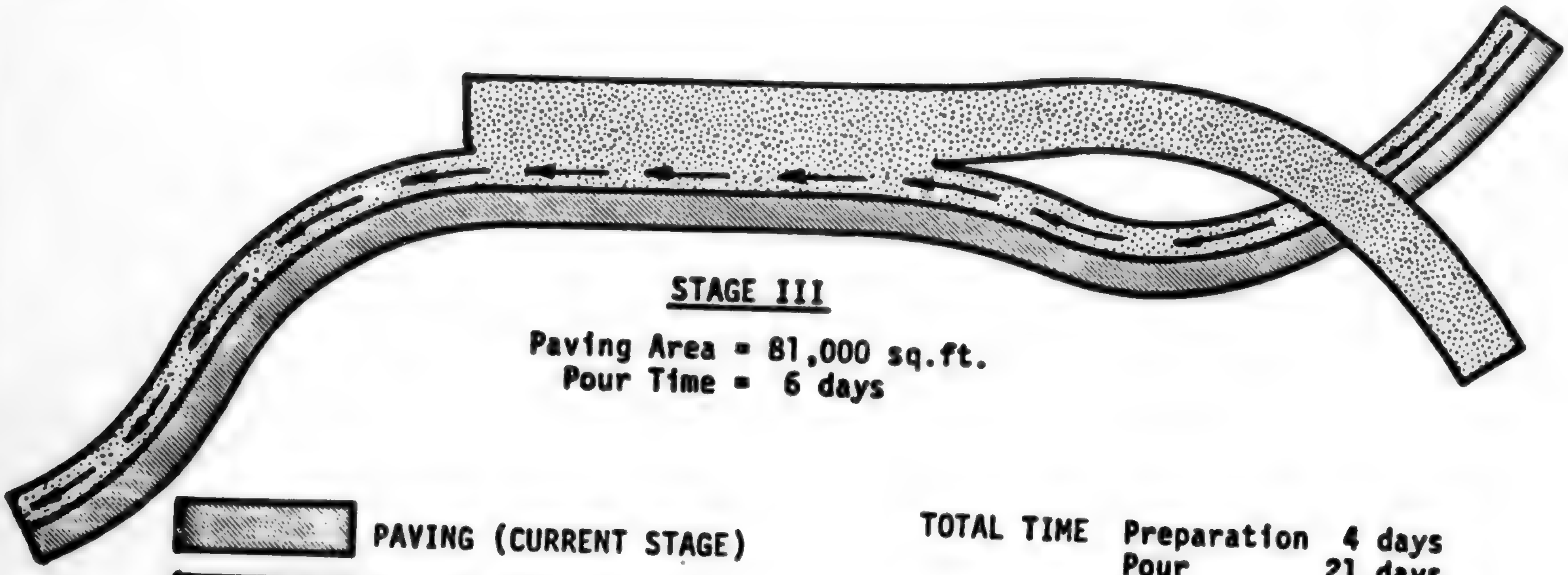
STAGE I

Paving Area = 171,000 sq.ft.
Pour Time = 13 days



STAGE II

Paving Area = 25,000 sq.ft.
Pour Time = 2 days



STAGE III

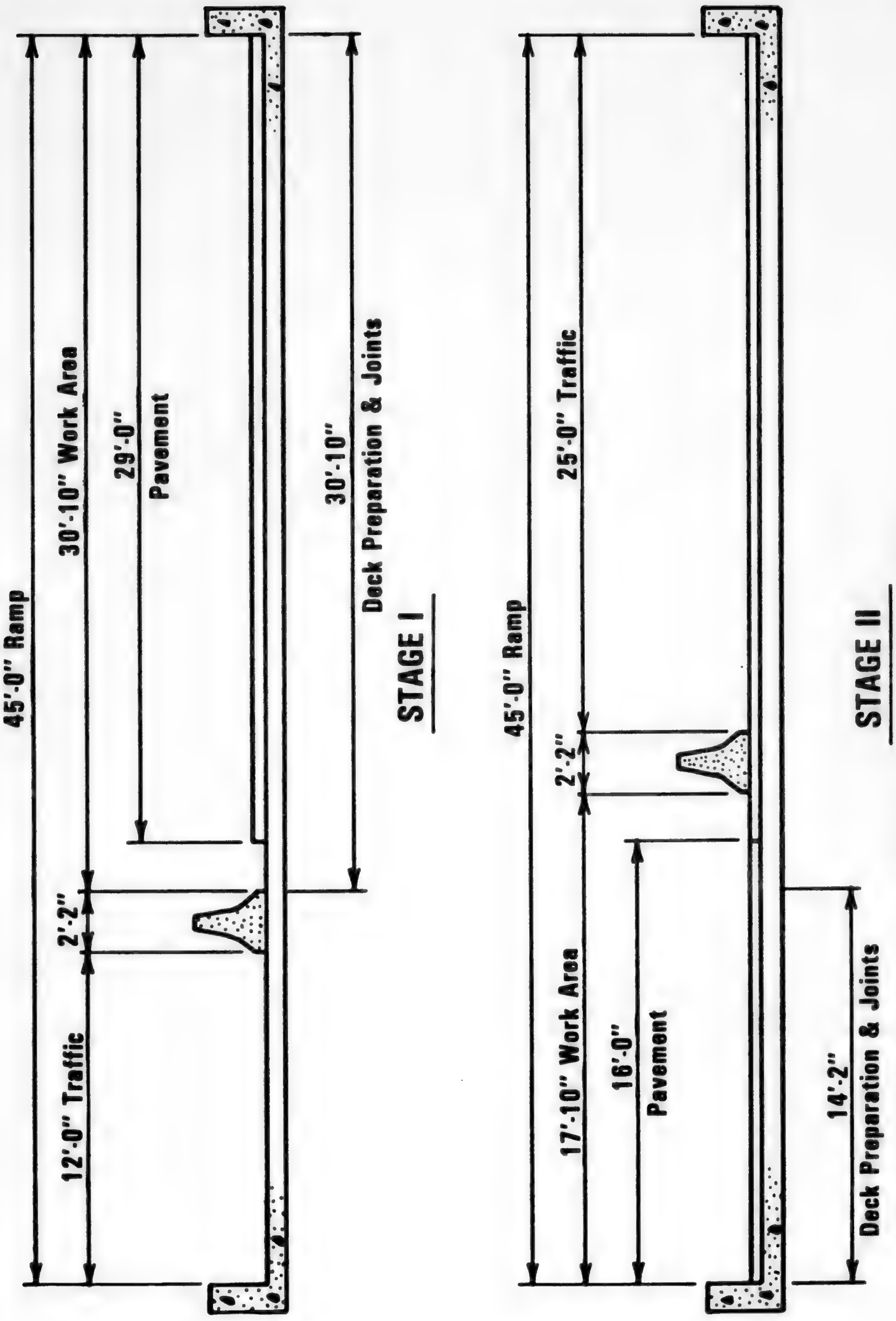
Paving Area = 81,000 sq.ft.
Pour Time = 6 days

▨ PAVING (CURRENT STAGE)

░ PAVING (PREVIOUS STAGE)

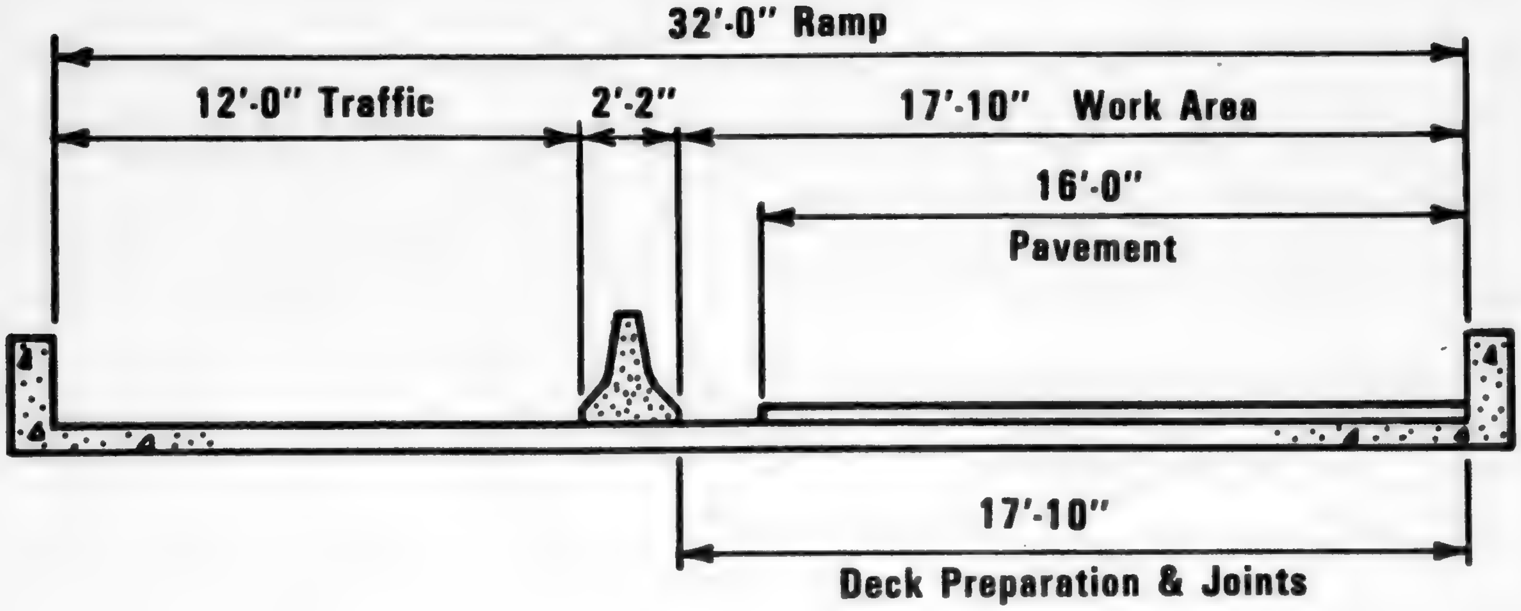
TOTAL TIME		
	Preparation	4 days
	Pour	21 days
	Cure	8 days
		33 days

FIG. 11


45'-0" Ramp
30'-10" Work Area
29'-0"
Pavement
30'-10"
Deck Preparation & Joints
2'-2"
12'-0" Traffic
STAGE I
45'-0" Ramp
25'-0" Traffic
2'-2"
17'-10" Work Area
16'-0"
Pavement
14'-2"
Deck Preparation & Joints
STAGE II

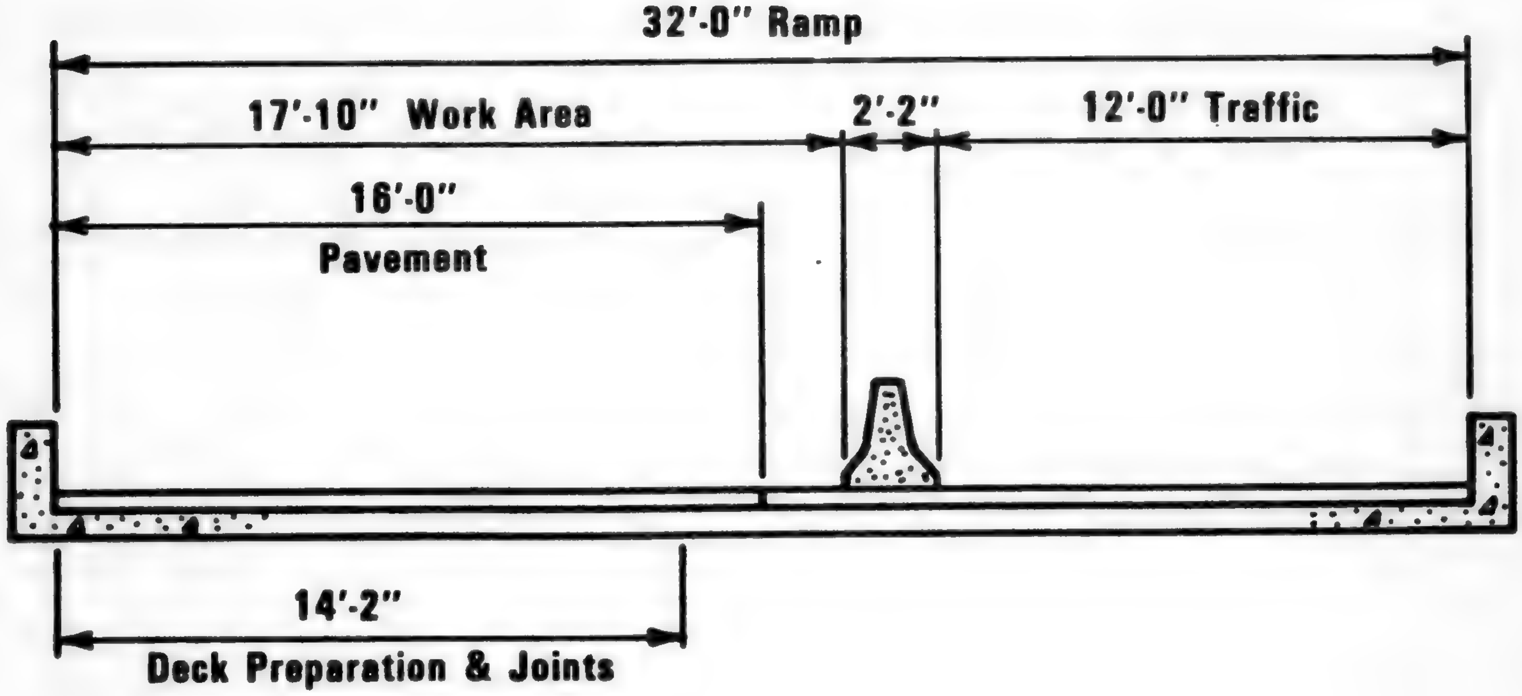
MARQUAM BRIDGE OVERLAY
RAMP STAGING

FIG. 12



32'-0" Ramp
12'-0" Traffic
2'-2"
17'-10" Work Area
16'-0"
Pavement
17'-10"
Deck Preparation & Joints

STAGE I



32'-0" Ramp
17'-10" Work Area
2'-2"
12'-0" Traffic
16'-0"
Pavement
14'-2"
Deck Preparation & Joints

STAGE II

MARQUAM OVERLAY
RAMP STAGING

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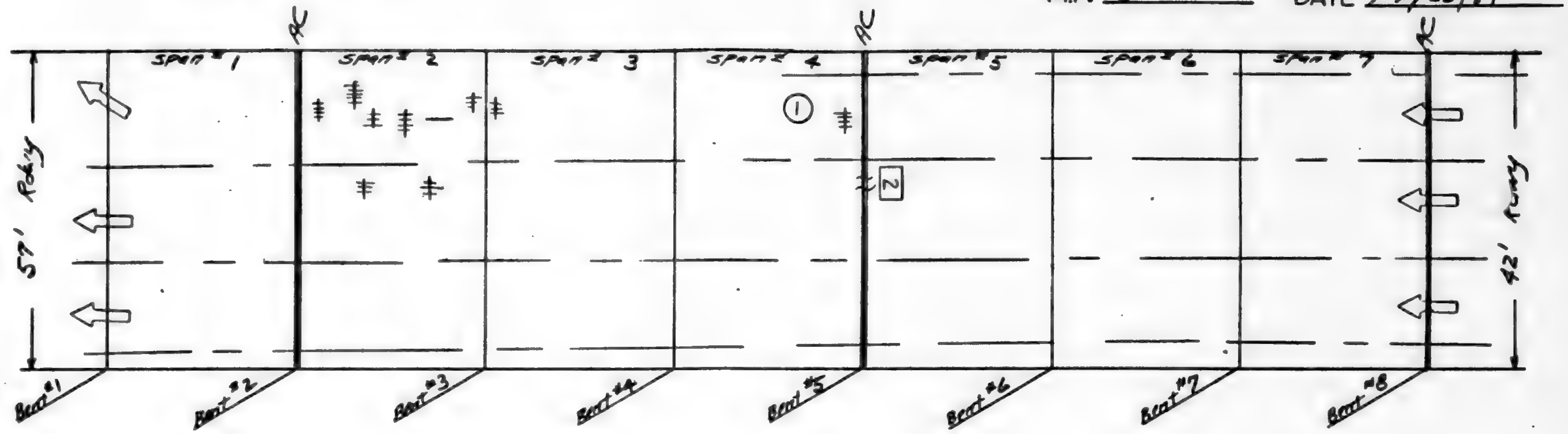
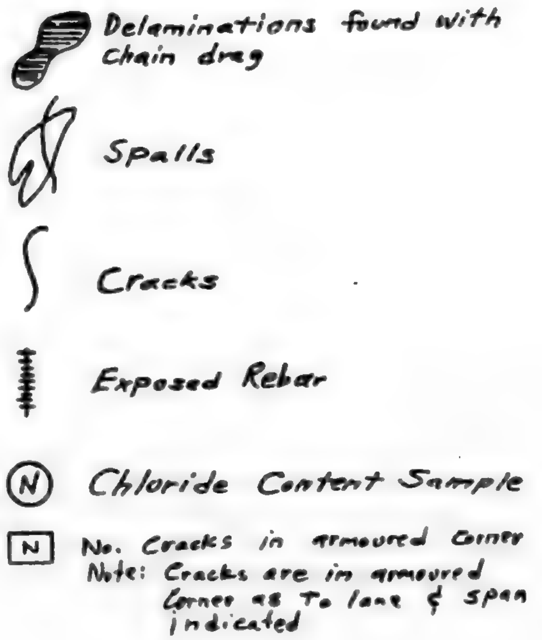
BRIDGE East Marquam Bridge (Ramp 'D')
BR. NO. 8590D HWY. NO. 1
M.P. 300.68N DATE 7/26/81

Marquam Bridge To N.B. I-5



℄
Span #1
Span #2
Span #3
Span #4
Span #5
Span #6
Span #7
①
2
57' Rdwy
42' Rdwy
Bent #1
Bent #2
Bent #3
Bent #4
Bent #5
Bent #6
Bent #7
Bent #8



Delaminations found with chain drag
Spalls
Cracks
Exposed Rebar
Ⓝ Chloride Content Sample
N No. Cracks in armoured Corner
Note: Cracks are in armoured Corner as To lane & span indicated

Chloride Content

Core No.		Depth	# Cl./yd³
	A	0"–1"	1.3
	B	1"–2"	0.19
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		

Rebar Depth

Span #	Depth
1	2 1/4"
2	0"– 2 3/4"
3	0" – 2 1/4"
4	0"–1 1/2"–2 1/2"
5	2"
6	1 3/4"
7	1 1/2"

Delamination

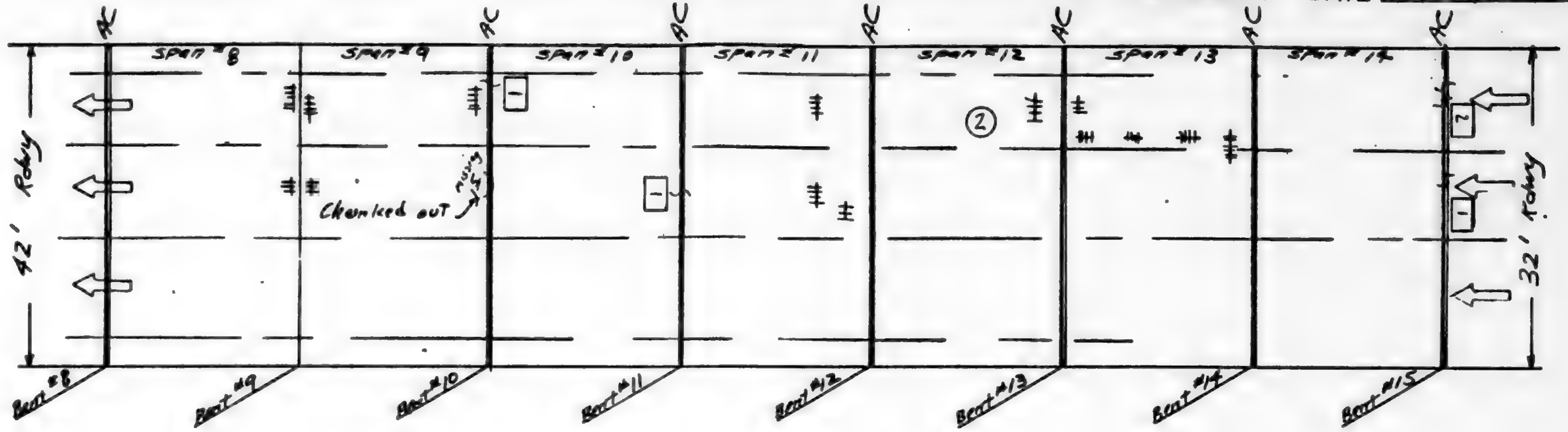
Method	Area	Percent
Chain Drag	0	0

Exposed Rebar

Span #	Area	Percent
2	7 ft²	
3	1 ft²	
4	1 ft²	

Marquam Bridge to N.B. I-5

BRIDGE East Marquam Bridge (Ramp D')
BR. NO. 8590D HWY. NO. 1
M.R. 300.68N DATE 7/26/81


AC
Span #8
Span #9
Span #10
Span #11
Span #12
Span #13
Span #14
42' Rdwy
32' Rdwy
Chunked out
2
1
Bent #8
Bent #9
Bent #10
Bent #11
Bent #12
Bent #13
Bent #14
Bent #15

Delaminations found with chain drag

Spalls

Cracks

Exposed Rebar

Ⓝ Chloride Content Sample

$\boxed{N}$ No. Cracks in armoured corner
Note: Cracks in armoured corner are as to lane & span indicated

Chloride Content

Core No.		Depth	#Cl/Yd³
#2	A	0"-1"	1.1
	B	1"-2"	0.15
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		

Rebar Depth

Span #	Depth
8	0" - 1 3/4"
9	0" - 1 3/4"
10	1 1/2"
11	0" - 1"
12	0" - 2 1/2"
13	0" - 1 3/4"
14	1 3/4"

Delamination

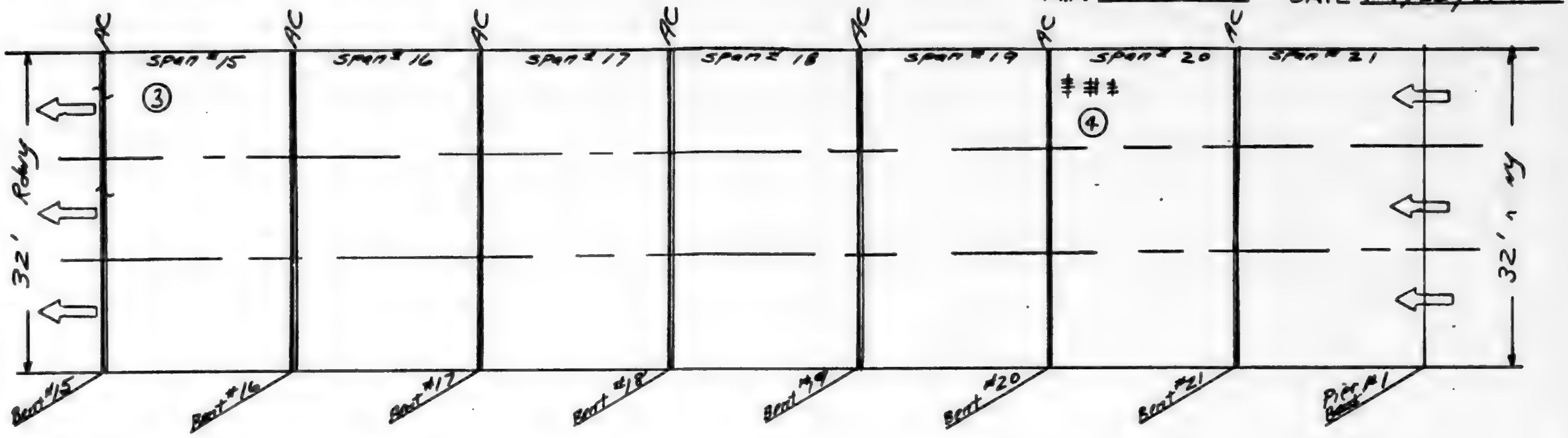
Method	Area	Percent
Chain Drag	0	0

Exposed Rebar

Span #	Area	Percent
#8	2 ft²	
#9	2 ft²	
#11	2 ft²	
#12	1 ft²	
#13	13 ft²	

Marquam Bridge To N.B. I-5

BRIDGE East Marquam Bridge (Ramp 'D')
BR. NO. 8590D HWY. NO. 1
M.R. 300.68N DATE 7/26/81


AC
Span #15
Span #16
Span #17
Span #18
Span #19
Span #20
Span #21
③
④
32' Rdwy
32' Rdwy
Bent #15
Bent #16
Bent #17
Bent #18
Bent #19
Bent #20
Bent #21
Pier #1 Bent

▨ Delaminations found with chain drag

Spalls

∫ Cracks

Exposed Rebar

Ⓝ Chloride Content Sample

Chloride Content

Core No.		Depth	# Cl/Yd³
#3	A	0"-1"	1.7
	B	1"-2"	0.36
#4	A	0"-1"	0.14
	B	1"-2"	0.93
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		

Rebar Depth

Span #	Depth
15	1 3/4"
16	1"-2 1/4"
17	2 3/4"
18	3 1/4"
19	1 1/4"-2"
20	0"-1/2"
21	2 3/4"

Delamination

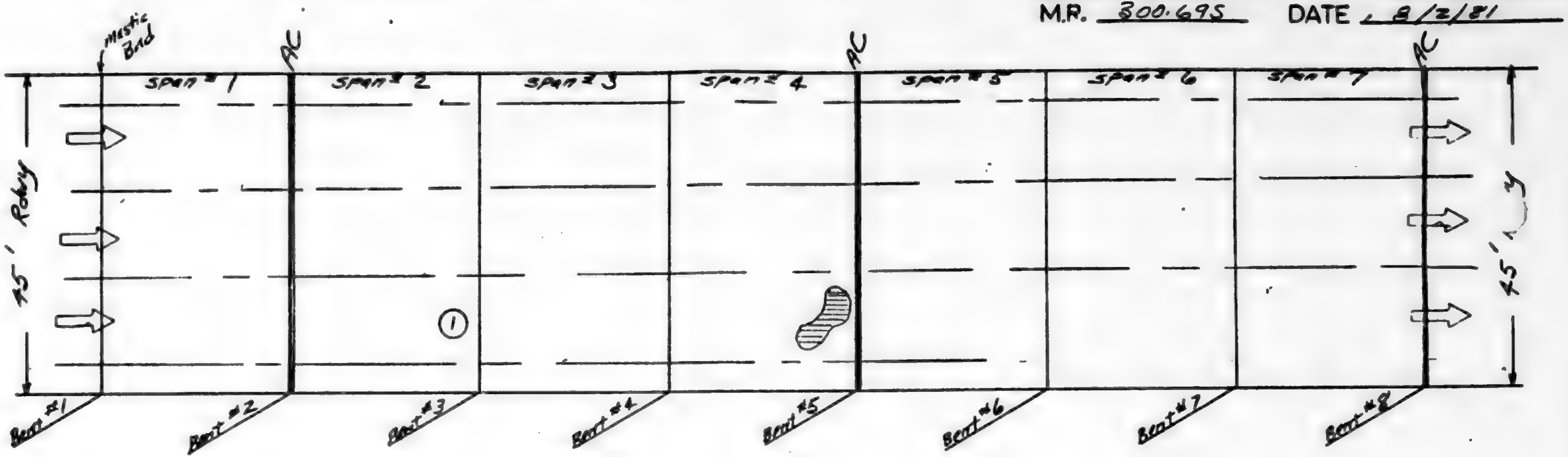
Method	Area	Percent
Chain Drag	0	0

Exposed Rebar

Span #	Area	Percent
#20	24ft²	

I-5 S.B. To Marquam Bridge

BRIDGE East Marquam Int. Bridge (Ramp C)
BR. NO. 8590C HWY. NO. 1
M.R. 300.695 DATE 8/2/81


Mastic Brd
AC
AC
AC
Span #1
Span #2
Span #3
Span #4
Span #5
Span #6
Span #7
45' Rdwy
45'
1
Bent #1
Bent #2
Bent #3
Bent #4
Bent #5
Bent #6
Bent #7
Bent #8

▨ Delaminations found with chain drag

Spalls

Cracks

Exposed Rebar

Ⓝ Chloride Content Sample

Chloride Content

Core No.		Depth	# Cl/Yd³
#1	A	0"-1"	1.3
	B	1"-2"	0.33
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		

Rebar Depth

Span #	Depth
1	1"
2	1½"
3	1¼"
4	1¼"
5	1¼"
6	1"
7	1"

Delamination

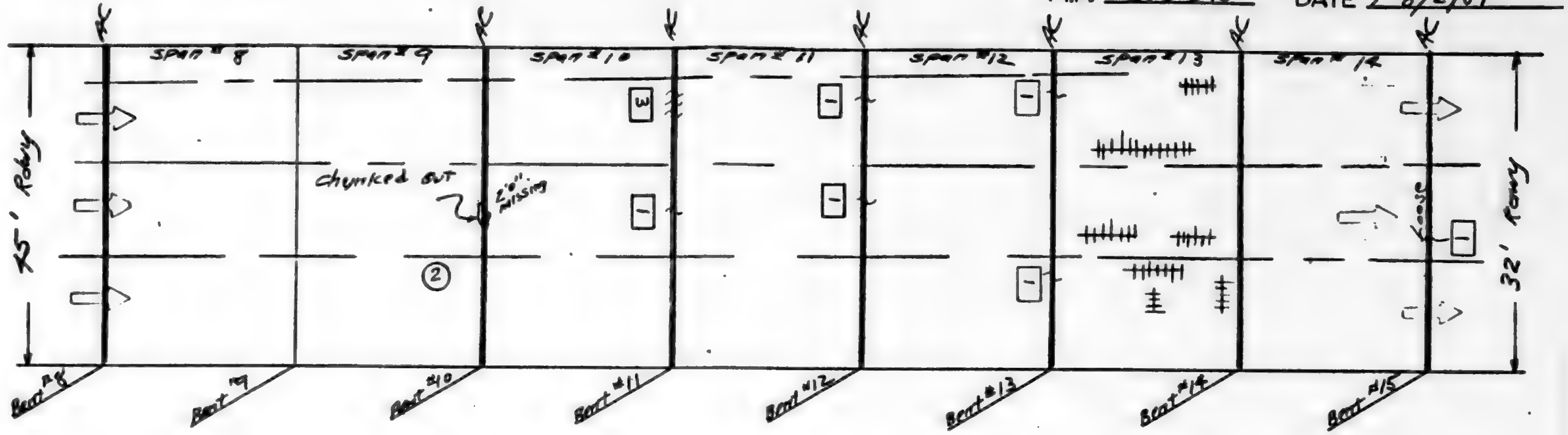
Method	Area	Percent
Chain Drag	24ft²	?

Exposed Rebar

Span #	Area	Percent

I-5 S.B. To Marquam Bridge

BRIDGE East Marquam Int Bridge (Ramp 'C')
BR. NO. 8590C HWY. NO. 1
M.R. 300.695 DATE 8/2/81



Span #8
Span #9
Span #10
Span #11
Span #12
Span #13
Span #14
45' Rdwy
32' Rdwy
chunked out
2'0" missing
②
3
1
1
1
1
1
1
1
Loose
Bent #8
Bent #9
Bent #10
Bent #11
Bent #12
Bent #13
Bent #14
Bent #15

▨ Delaminations found with chain drag

Spalls

∫ Cracks

ǂ Exposed Rebar

Ⓝ Chloride Content Sample

$\boxed{N}$ Cracks in armoured corner
Note: Cracks are in armoured Corner as to lane & Span indicated

Chloride Content

Core No.		Depth	# Cl/Yd³
	A	0"-1"	1.4
	B	1"-2"	0.34
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		

Rebar Depth

Span #	Depth
8	1"
9	1"
10	3/4"
11	1½"
12	3/4"
13	0"-1½"
14	3/4"

Delamination

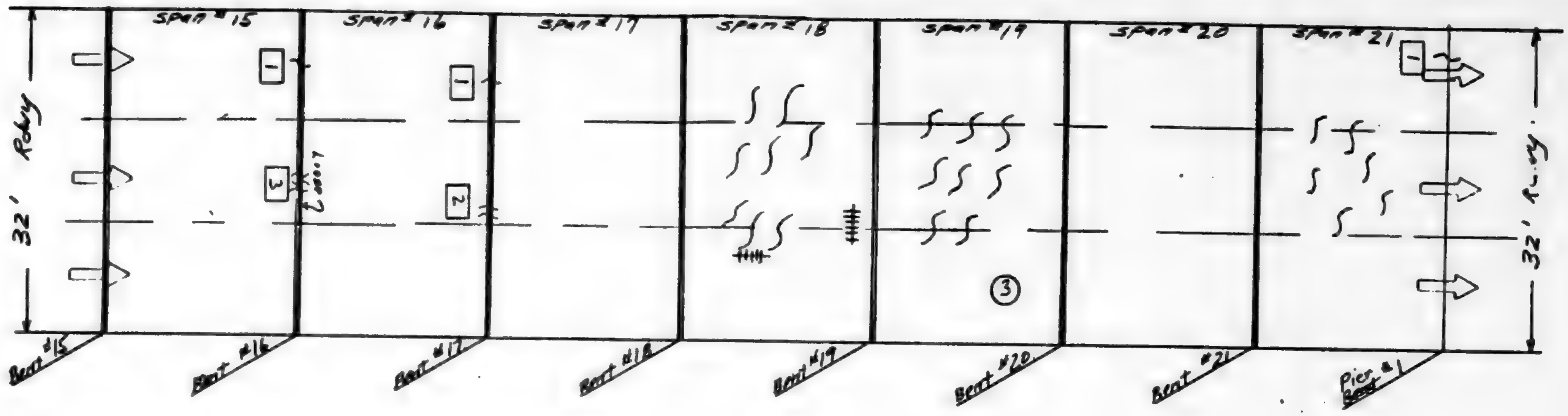
Method	Area	Percent
Chain Drag	0	0

Exposed Rebar

Span #	Area	Percent
#13	422 ft²	

I-5 S.B. To Marquam Bridge

BRIDGE East Marquam Int. Bridge (Ramp 'C')
BR. NO. 6590C HWY. NO. 1
M.P. 300.695 DATE 8/2/81


32' Rdwy
Span #15
Span #16
Span #17
Span #18
Span #19
Span #20
Span #21
1
3
1
2
1
③
32' Rdwy
Bent #15
Bent #16
Bent #17
Bent #18
Bent #19
Bent #20
Bent #21
Pier #1 Bent

▨ Delaminations found with chain drag

∮ Spalls

∫ Cracks

‡ Exposed Rebar

Ⓝ Chloride Content Sample

N No. Cracks in armoured corner
Note: Cracks are in armoured corner as to lane & span indicated

Chloride Content

Core No.		Depth	# Cl./Yd³
#3	A	0" - 1"	1.3
	B	1" - 2"	0.50
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		

Rebar Depth

Span #	Depth
15	1½"
16	1 ¾"
17	1" - 2"
18	0" - ¾"
19	¾" - 2"
20	1 ¾"
21	2"

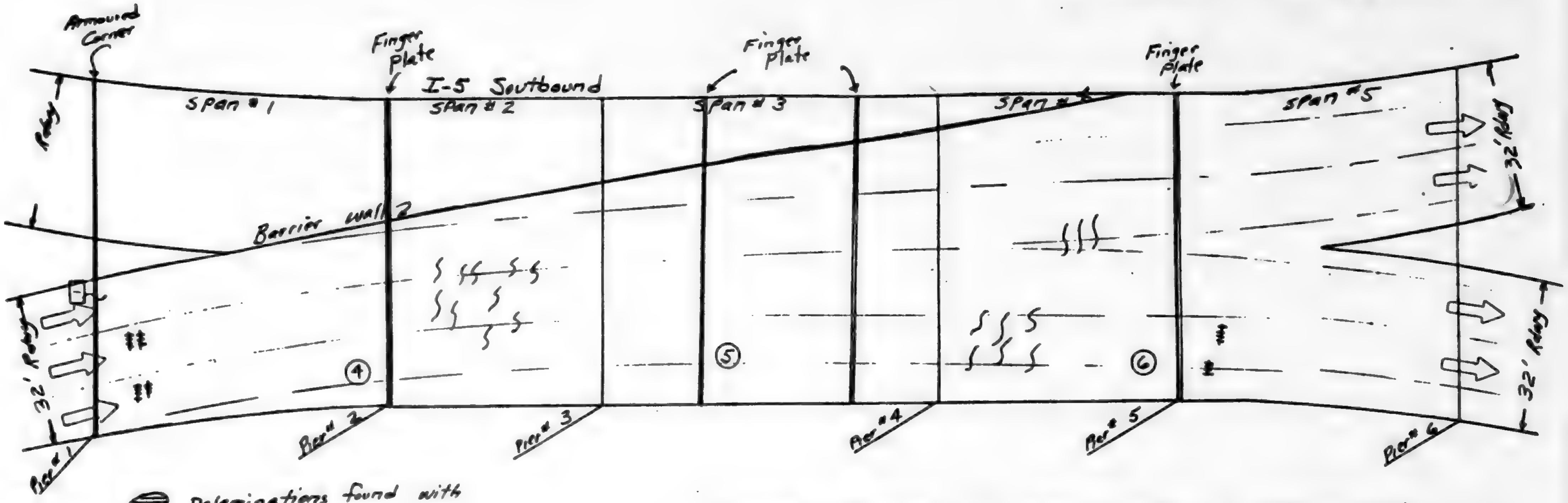
Delamination

Method	Area	Percent
Chain Drag	0	0

Exposed Rebar

Span #	Area	Percent
#18	7 ft²	

BRIDGE Marquam (Lower Deck)
BR.NO. 8328 HWY. NO. 1
M.R 300.38 DATE Aug 2, 1981


Armoured Corner
Finger plate
I-5 Southbound
Finger plate
Finger plate
Span #1
Span #2
Span #3
Span #4
Span #5
Barrier wall
32' Relay
32' Relay
32' Relay
1
4
5
6
Pier #1
Pier #2
Pier #3
Pier #4
Pier #5
Pier #6

▨ Delaminations found with chain drag

Spalls

∫ Cracks

‡ Exposed Rebar

Ⓝ Chloride Content Sample

☐N No. cracks in Armoured Corner
Note: Cracks are in Armoured Corner as to lane & span Indicated

Chloride Content

Core No.		Depth	#Cl/yd^3
#4	A	0"-1"	1.6
	B	1"-2"	0.30
#5	A	0"-1"	1.1
	B	1"-2"	0.17
#6	A	0"-1"	1.4
	B	1"-2"	0.33
	A		
	B		
	A		
	B		
	A		
	B		

Rebar Depth

Span #	Depth
#1	0"-1½"
#2	1½"
#3	1"
#4	1"
#5	0"-1"

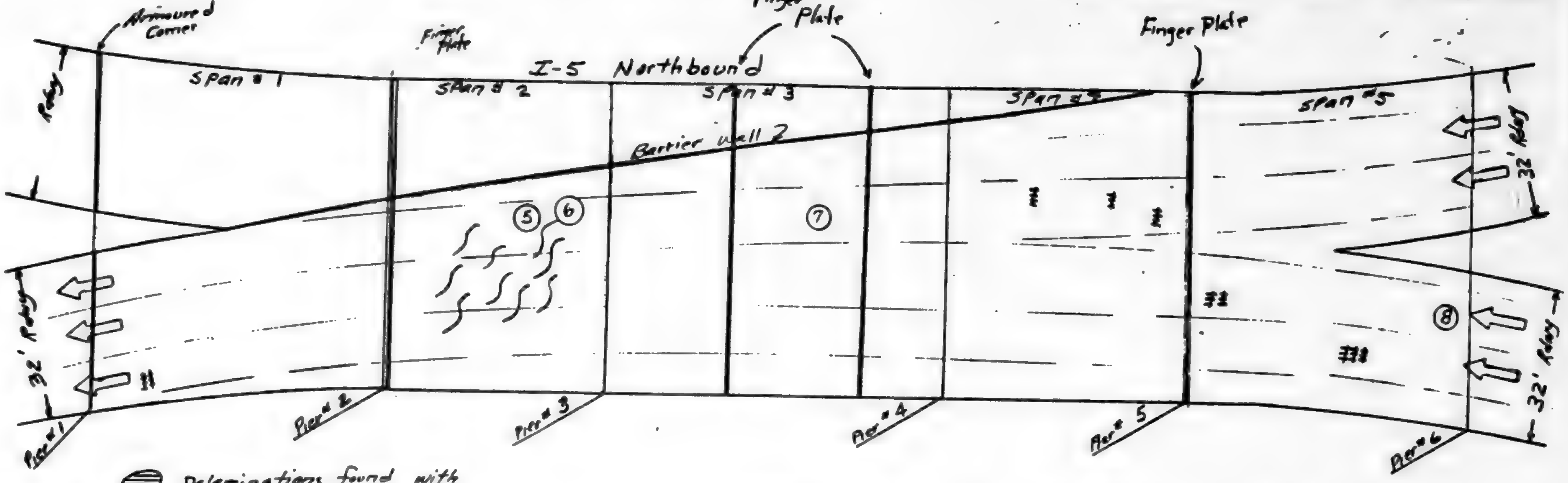
Delamination

Method	Area	Percent
Chain Drag	0	0

Exposed Rebar

Span #	Area	Percent
#1	2.5ft^2	?
#5	1.0ft^2	?

BRIDGE Marquam (upper deck)
BR.NO. 8328 HWY. NO. 1
M.R 300.38 DATE July 26, 1981


Armoured Corner
Finger Plate
Finger Plate
Finger Plate
I-5 Northbound
Span # 1
Span # 2
Span # 3
Span # 4
Span # 5
Barrier Wall 2
Rdwy
32' Rdwy
32' Rdwy
32' Rdwy
⑤
⑥
⑦
⑧
Pier # 1
Pier # 2
Pier # 3
Pier # 4
Pier # 5
Pier # 6

Delaminations found with chain drag

Spalls

Cracks

Exposed Rebar

Ⓝ Chloride Content Sample

Chloride Content

Core No.		Depth	#Cl/yd³
5	A	0"-1"	2.5
	B	1"-2"	0.2
6	A	0"-1"	1.1
	B	1"-2"	0.15
7	A	0"-1"	1.7
	B	1"-2"	0.13
8	A	0"-1"	0.62
	B	1"-2"	0.14
	A		
	B		
	A		
	B		

Rebar Depth

Span #	Depth
#1	3 1/4"
#2	1 3/4"
#3	2 3/4" to 4"
#4	3" to 4 1/2"
#5	1" to 1 3/4"

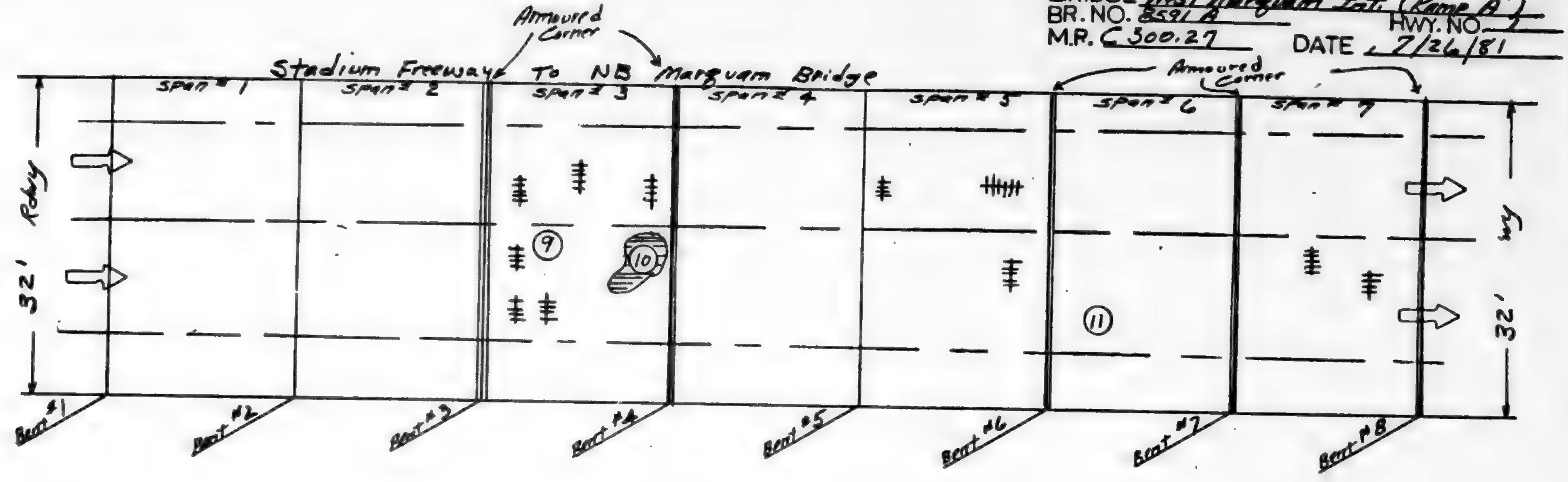
Delamination

Method	Area	Percent
Chain Drag	0	0

Exposed Rebar

Span #	Area	Percent
#1	1 ft²	?
#4	1.5 ft²	?
#5	2 ft²	?

BRIDGE West Marquam Int. (Ramp 'A')
BR. NO. 8591 A
HWY. NO. 1
M.R. C 300.27
DATE 7/26/81


Stadium Freeway To NB Marquam Bridge
Armoured Corner
Armoured Corner
Span # 1
Span # 2
Span # 3
Span # 4
Span # 5
Span # 6
Span # 7
32' Rdwy
32'
9
10
11
Bent #1
Bent #2
Bent #3
Bent #4
Bent #5
Bent #6
Bent #7
Bent #8

▨ Delaminations found with chain drag

Spalls

Cracks

Exposed Rebar

Ⓝ Chloride Content Sample

Chloride Content

Core No.		Depth	#Cl./Yd³
9	A	0"-1"	1.8
	B	1"-2"	0.23
10	A	0"-1"	1.8
	B	1"-2"	0.20
11	A	0"-1"	1.2
	B	1"-2"	0.15
	A		
	B		
	A		
	B		
	A		
	B		

Rebar Depth

Span #	Depth
1	2¾"
2	1" - 2¾"
3	0" - 1¾"
4	1"
5	0" - 1¾"
6	1¼" - 1¾"
7	0" - 1¼"

Delamination

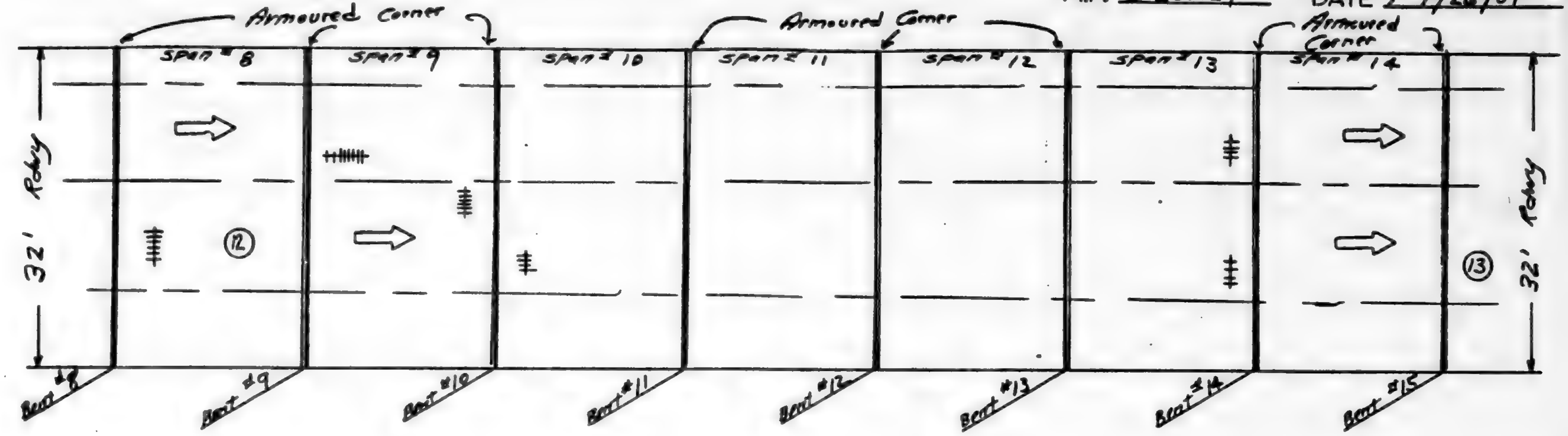
Method	Area	Percent
Chain Drag	56 ft²	?

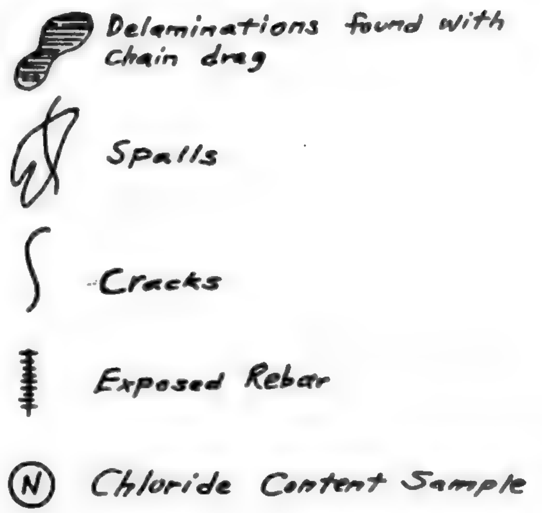
Exposed Rebar

Span #	Area	Percent
#3	18.5 ft²	?
#5	4.0 ft²	?
#7	1.5 ft²	?

Stadium Freeway To N.B. Marquam Bridge

BRIDGE West Marquam Int. (Ramp 'A')
BR. NO. 8591 A D
HWY. NO. 1
M.P. C 300.27
DATE 7/26/81


Armoured Corner
Armoured Corner
Armoured Corner
Span # 8
Span # 9
Span # 10
Span # 11
Span # 12
Span # 13
Span # 14
32' Rdwy
32' Rdwy
⑫
⑬
Bent #8
Bent #9
Bent #10
Bent #11
Bent #12
Bent #13
Bent #14
Bent #15


Delaminations found with chain drag
Spalls
Cracks
Exposed Rebar
Chloride Content Sample

Chloride Content

Core No.		Depth	# Cl./Yd³
12	A	0"-1"	1.4
	B	1"-2"	0.19
13	A	0"-1"	0.66
	B	1"-2"	0.19
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		

Rebar Depth

Span #	Depth
8	0"-1"
9	0"-1 3/4"
10	0"- 3½"
11	1"
12	3 ½"
13	0"-2¾"-4"
14	1¼"- 2"

Delamination

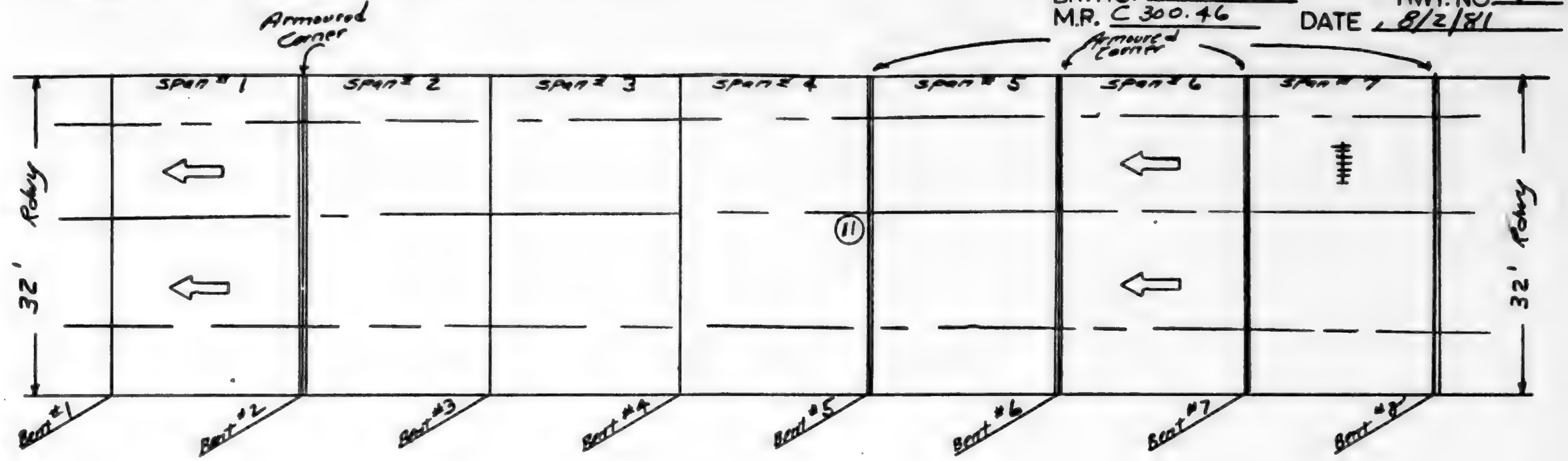
Method	Area	Percent
Chain Drag	0	0

Exposed Rebar

Span #	Area	Percent
8	0.5 ft²	
9	1.0 ft²	
10	0.5 ft²	
13	1.0 ft²	

Marguam Bridge S.B. To Stadium Freeway

BRIDGE West Marguam Int. (Ramp 'B')
BR. NO. 8591 B HWY. NO. 1
M.P. C 300.46 DATE 8/2/81


Armoured Corner
Armoured Corner
Span # 1
Span # 2
Span # 3
Span # 4
Span # 5
Span # 6
Span # 7
32' Rdwy
32' Rdwy
11
Bent #1
Bent #2
Bent #3
Bent #4
Bent #5
Bent #6
Bent #7
Bent #8

▨ Delaminations found with chain drag
Spalls
∫ Cracks
╫ Exposed Rebar
Ⓝ Chloride Content Sample

Chloride Content

Core No.		Depth	# Cl./Yd³
11	A	0"–1"	1.2
	B	1"–2"	0.52
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		

Rebar Depth

Span #	Depth
1	1 3/4"
2	1"
3	1 3/4"
4	1"
5	1/2"
6	1 1/2"
7	0"–1"

Delamination

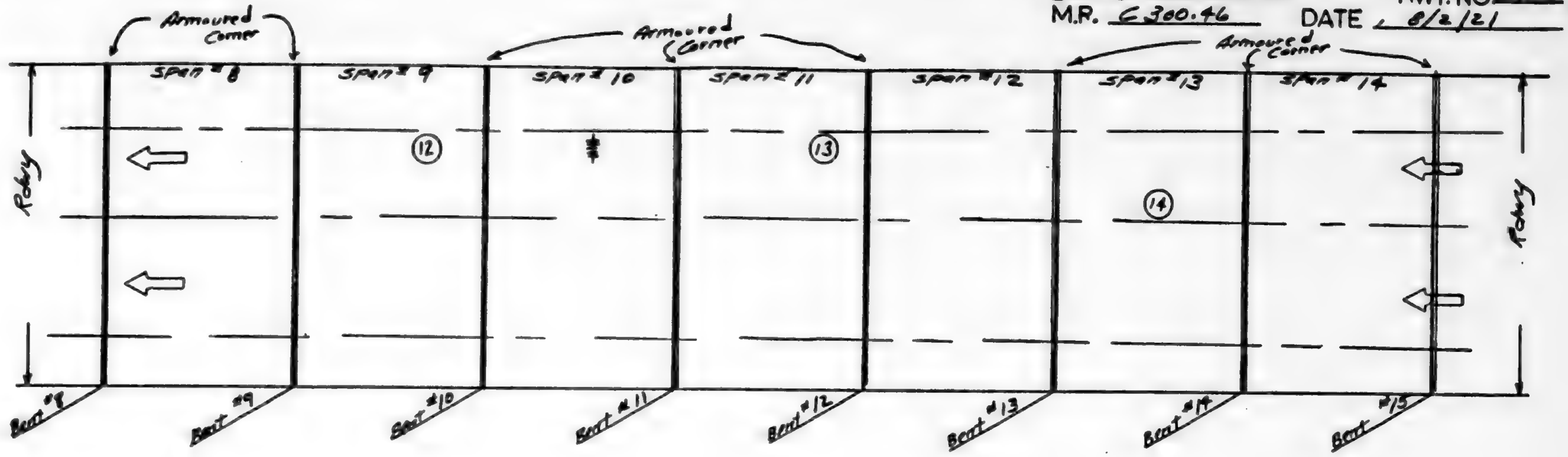
Method	Area	Percent
Chain Drag	0	0

Exposed Rebar

Span#	Area	Percent
7	4.5 ft²	

Marguam Bridge S.B. To Stadium Freeway

BRIDGE West Marguam Int. (Ramp 'B')
BR. NO. 8591 B
HWY. NO. 1
M.R. C 300.46
DATE 8/2/21


Armoured Corner
Armoured Corner
Armoured Corner
Span # 8
Span # 9
Span # 10
Span # 11
Span # 12
Span # 13
Span # 14
Rdwy
Rdwy
12
13
14
Bent #8
Bent #9
Bent #10
Bent #11
Bent #12
Bent #13
Bent #14
Bent #15

Delaminations found with chain drag

Spalls

Cracks

Exposed Rebar

Ⓝ Chloride Content Sample

Chloride Content

Core No.		Depth	# Cl./Yd³
12	A	0" – 1"	1.6
	B	1" – 2"	0.29
13	A	0" – 1"	1.3
	B	1" – 2"	0.41
14	A	0" – 1"	1.8
	B	1" – 2"	0.30
	A		
	B		
	A		
	B		
	A		
	B		

Rebar Depth

Span #	Depth
8	3/4"
9	3/4"
10	0" – 3/4"
11	1 3/4"
12	1 3/4"
13	1 1/4"
14	1"

Delamination

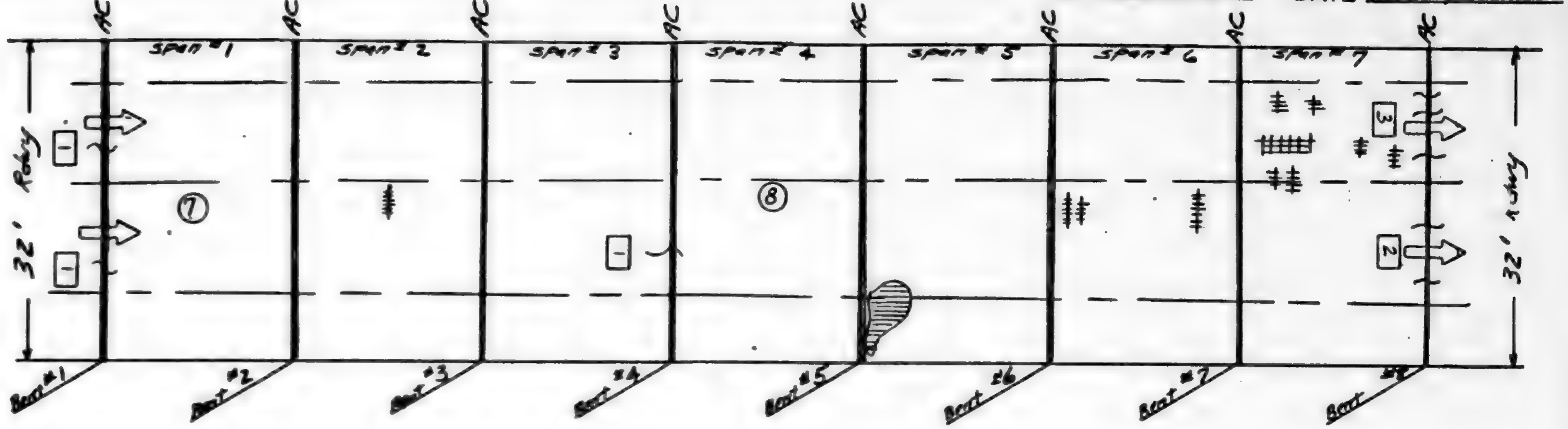
Method	Area	Percent
Chain Drag	0	0

Exposed Rebar

Span #	Area	Percent
10	0.5 ft²	

– Marquam Bridge S.B. to I-5

BRIDGE West Marquam Int. (Ramp 'C')
BR. NO. 8591C HWY. NO. 1
M.R. 300.10 S DATE 8/2/81


AC
Span #1
Span #2
Span #3
Span #4
Span #5
Span #6
Span #7
32' Rdwy
7
8
1
1
1
3
2
Bent #1
Bent #2
Bent #3
Bent #4
Bent #5
Bent #6
Bent #7
Bent #8

●	Delaminations found with chain drag
✗	Spalls
∫	Cracks
‡	Exposed Rebar
Ⓝ	Chloride Content Sample
[N]	No. Cracks in Armoured Corner

Note: Cracks are in Armoured Corner as to lane & span indicated.

Chloride Content

Core No.		Depth	# Cl/Yd³
7	A	0"–1"	1.5
	B	1"–2"	0.22
8	A	0"–1"	1.4
	B	1"–2"	0.29
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		

Rebar Depth

Span #	Depth
1	1"
2	0"–1"
3	½"
4	1"
5	¾"
6	0"–½"
7	0"–1½"

Delamination

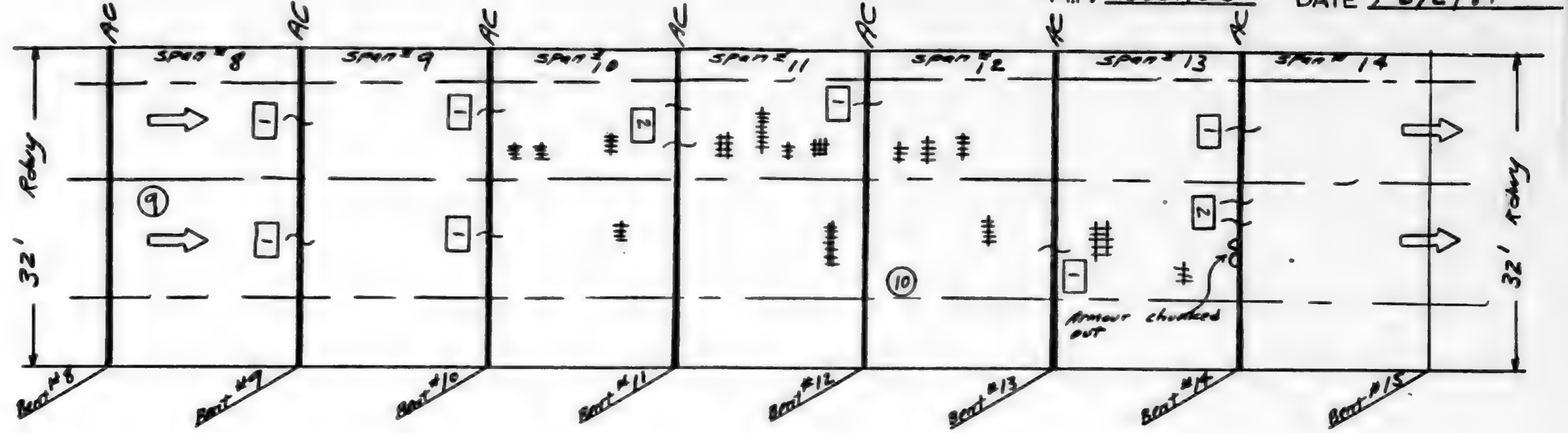
Method	Area	Percent
Chain Drag	70ft²	

Exposed Rebar

Span#	Area	Percent
2	1.0ft²	
6	2.5ft²	
7	43.5ft²	

Marquam Bridge S.B. To I-5

BRIDGE West Marquam Int. (Ramp 'C')
BR. NO. 8591C HWY. NO. 1
M.P. 300.10S DATE 8/2/81


AC
Span # 8
Span # 9
Span # 10
Span # 11
Span # 12
Span # 13
Span # 14
32' Rdwy
32' Rdwy
1
2
⑨
⑩
Armour chucked out
Bent #8
Bent #9
Bent #10
Bent #11
Bent #12
Bent #13
Bent #14
Bent #15

Delaminations found with chain drag

Spalls

Cracks

Exposed Rebar

Ⓝ Chloride Content Sample

N No. Cracks in armoured Corner

Note: Cracks are in armoured Corner as to lane of span indicated

Chloride Content

Core No.		Depth	# Cl./Yd³
9	A	0"-1"	0.92
	B	1"-2"	0.20
10	A	0"-1	1.4
	B	1"-2"	0.27
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		

Rebar Depth

Span #	Depth
8	1"
9	1 3/4"
10	0"-1 3/4"
11	0"-1/2"
12	0"-3/4"
13	0"-1"
14	1 3/4"

Delamination

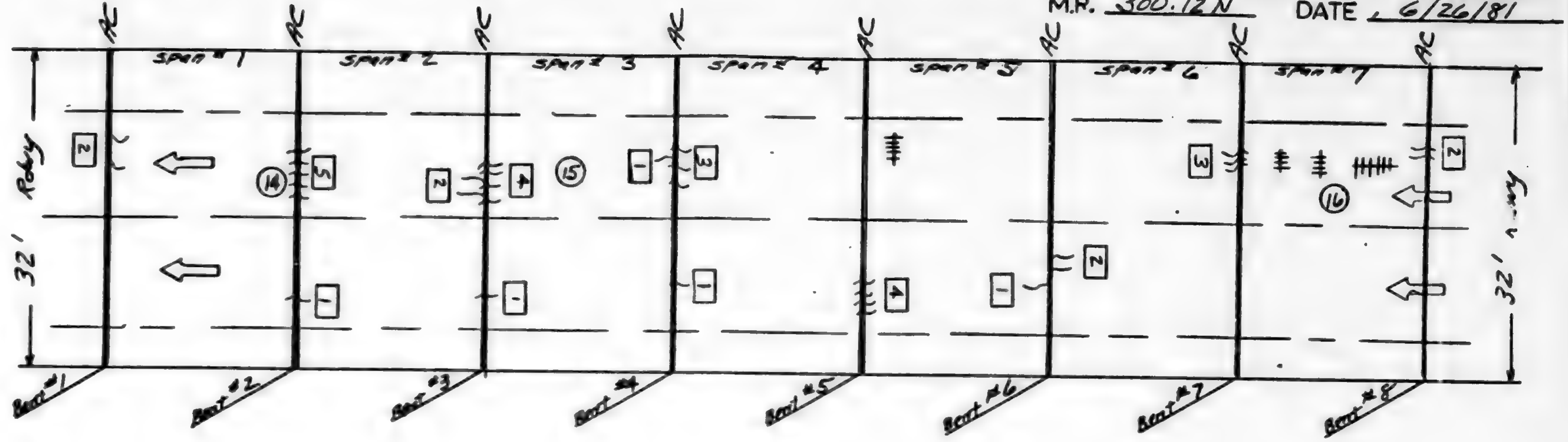
Method	Area	Percent
Chain Drag	0	0

Exposed Rebar

Span#	Area	Percent
10	2 ft²	
11	19 ft²	
12	2 ft²	
13	4 ft²	

I-5 S.B. To Marquam Bridge

BRIDGE West Marquam Int. (Ramp 'D')
BR. NO. 8591 D HWY. NO. 1
M.R. 300.12 N DATE 6/26/81


AC
Span # 1
Span # 2
Span # 3
Span # 4
Span # 5
Span # 6
Span # 7
32' Rdwy
32' Fwy
2
14
5
2
4
15
3
1
3
1
1
1
4
1
2
3
16
2
Bent #1
Bent #2
Bent #3
Bent #4
Bent #5
Bent #6
Bent #7
Bent #8

Delaminations found with chain drag

Spalls

Cracks

Exposed Rebar

Ⓝ Chloride Content Sample

N No. Cracks in armoured Corner
Note: Cracks are in armoured Corner as to lane & span indicated

Chloride Content

Core No.		Depth	# Cl/yd³
14	A	0"-1"	1.4
	B	1"-2"	0.17
15	A	0"-1"	0.47
	B	1"-2"	0.26
16	A	0"-1"	1.2
	B	1"-2"	0.16
	A		
	B		
	A		
	B		
	A		
	B		

Rebar Depth

Span #	Depth
1	1"-1¼"
2	1¼"-1½"
3	1¾"
4	1"-1½"
5	0"-1¼"
6	1"-1½"
7	0"-1¼"

Delamination

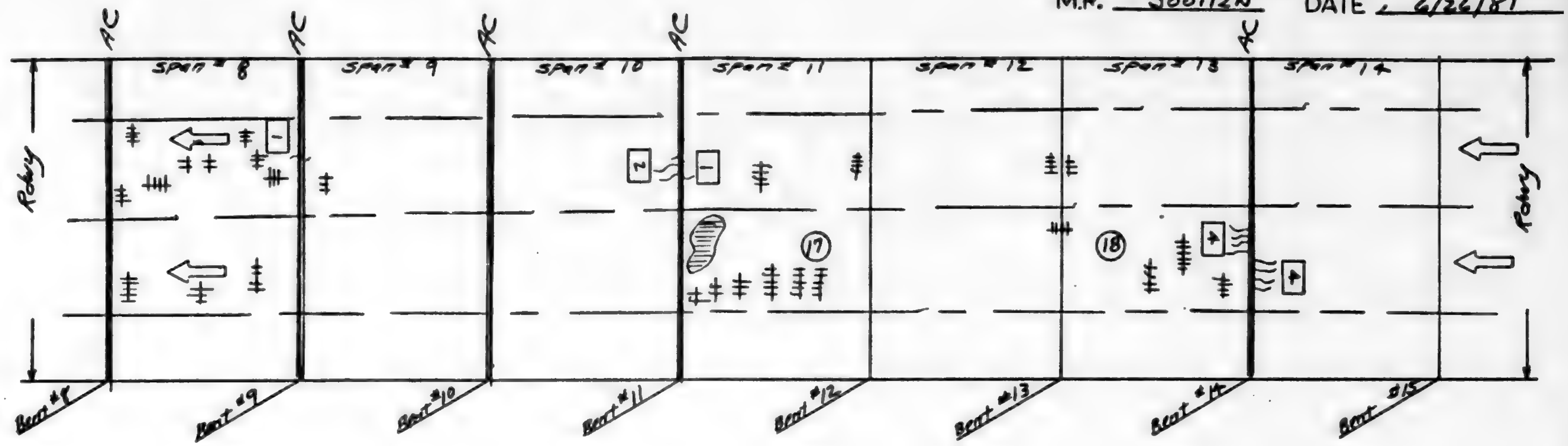
Method	Area	Percent
Chain Drag	0	0

Exposed Rebar

Span #	Area	Percent
5	1 ft²	
7	6 ft²	

I-5 S.O. To Marquam Bridge

BRIDGE West Marquam Int. (Ramp 'D')
BR. NO. 8591D HWY. NO. 1
M.R. 300.12N DATE 6/26/81


AC
AC
AC
AC
AC
Span # 8
Span # 9
Span # 10
Span # 11
Span # 12
Span # 13
Span # 14
Rdwy
Rdwy
1
2
1
17
18
4
4
Bent #8
Bent #9
Bent #10
Bent #11
Bent #12
Bent #13
Bent #14
Bent #15

Delaminations found with chain drag

Spalls

Cracks

Exposed Rebar

Ⓝ Chloride Content Sample

N No. cracks in armoured corner
Note: Cracks are in armoured Corner as to lane & span indicated

Chloride Content

Core No.		Depth	#Cl/Yd³
17	A	0"-1"	0.96
	B	1"-2"	0.15
18	A	0"-1"	1.6
	B	1"-2"	0.29
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		

Rebar Depth

Span #	Depth
8	0"-1½
9	0"-1¼
10	1½"
11	0"-1¼"
12	0"-1¼"
13	0"-1½"
14	1½"

Delamination

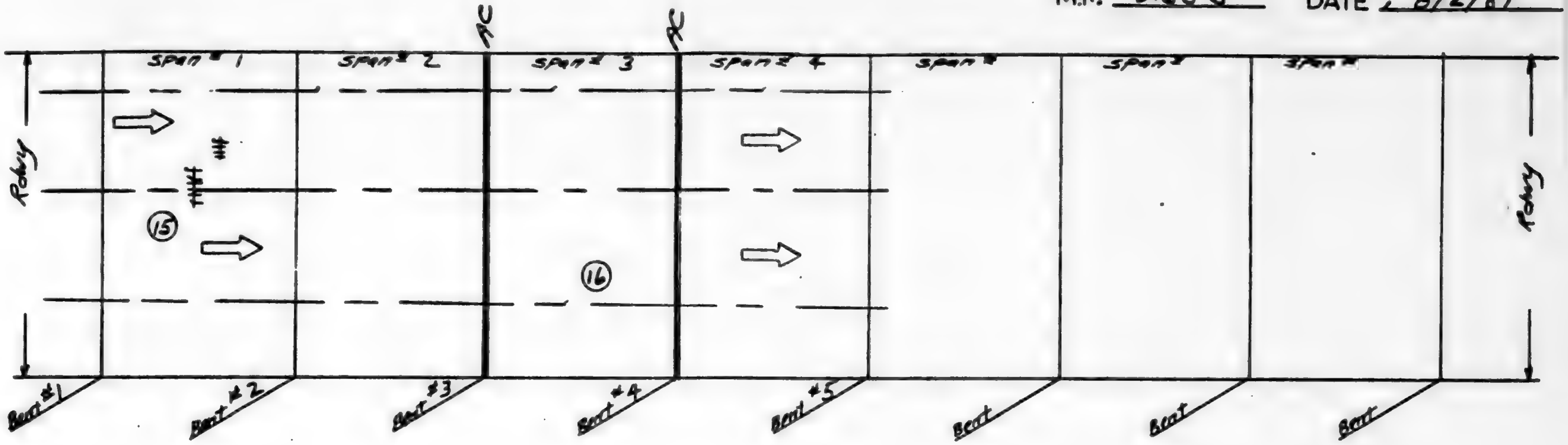
Method	Area	Percent
Chain Drag	95 ft²	

Exposed Rebar

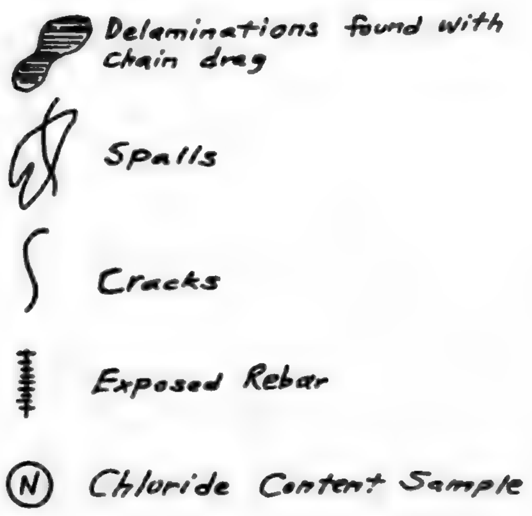
Span #	Area	Percent
8	15 ft²	
9	1 ft²	
11	28 ft²	
12	5 ft²	
13	27 ft²	

Stadium Freeway To I-5 S.B

BRIDGE West Marquam Int. (Bridge 'E')
BR. NO. 8591E HWY. NO. 61
M.P. 0.53 S DATE 8/2/81



Span # 1
Span # 2
Span # 3
Span # 4
Span #
Span #
Span #
Rdwy
Rdwy
⑮
⑯
Bent #1
Bent #2
Bent #3
Bent #4
Bent #5
Bent
Bent
Bent



Delaminations found with chain drag
Spalls
Cracks
Exposed Rebar
Ⓝ Chloride Content Sample

Chloride Content

Core No.		Depth	# Cl/yd³
15	A	0"-1"	1.0
	B	1"-2"	0.24
16	A	0"-1"	0.69
	B	1"-2"	0.13
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		

Rebar Depth

Span #	Depth
1	0"-2¼"
2	1¼"-1½"
3	1"-1½"
4	1¼"-2"

Delamination

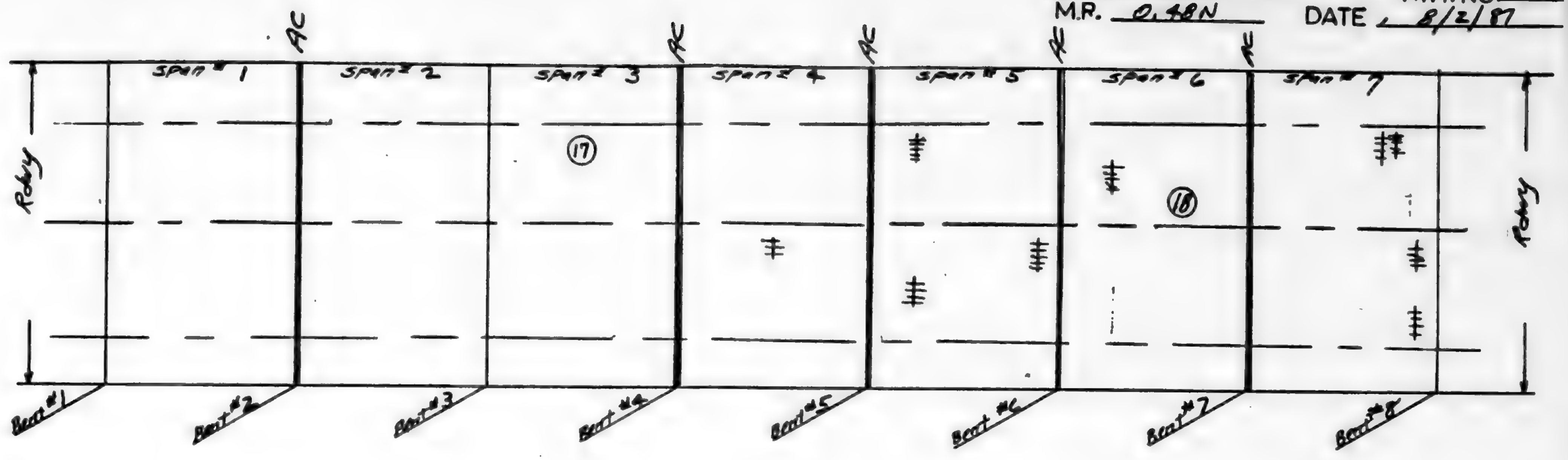
Method	Area	Percent
Chain Drag	0	0

Exposed Rebar

Span #	Area	Percent
1	1 ft²	

I-5 No. 10 Stadium Freeway

BRIDGE West Marquam Intc. (Bridge 'F')
BR. NO. 8591F HWY. NO 61
M.R. 0.48N DATE 8/2/87


AC
AC
AC
AC
AC
Span # 1
Span # 2
Span # 3
Span # 4
Span # 5
Span # 6
Span # 7
Rdwy
Rdwy
17
18
Bent #1
Bent #2
Bent #3
Bent #4
Bent #5
Bent #6
Bent #7
Bent #8

Delaminations found with chain drag

Spalls

Cracks

Exposed Rebar

Ⓝ Chloride Content Sample

Chloride Content

Core No.		Depth	# Cl/yd³
17	A	0"–1"	1.0
	B	1"–2"	0.17
18	A	0"–1"	0.98
	B	1"–2"	0.48
	A		
	B		
	A		
	B		
	A		
	B		
	A		
	B		

Rebar Depth

Span #	Depth
1	2 1/2"
2	1 1/4"
3	1 1/4"
4	0" – 1 1/4"
5	0" – 3/4"
6	0" – 3/4"
7	0" – 1"

Delamination

Method	Area	Percent
Chain Drag	0	0

Exposed Rebar

Span #	Area	Percent
4	1 ft²	
5	2 ft²	
6	1 ft²	
7	15 ft²	

9620

8

STATE OF OREGON

INTEROFFICE MEMO

TO: WALT HART
Bridge Engineer

ORIGINAL SIGNED BY
EDWARD L. HARDT

DATE: April 8, 1982

FROM: EDWARD L. HARDT
Region Engineer

NOTED
E. S. HUNTER

SUBJECT: MARQUAM BRIDGE RESURFACING

I've just read Bud George's April 1, 1982 memo to you on the traffic handling for the Marquam Bridge resurfacing. As I understand it, you've appointed someone in your office to work with Marion Craft and Ron Failmezger here on the question of handling traffic for the resurfacing project.

Up to now all the discussions that I've had with the Traffic Section on how to resurface the Marquam Bridge have been on the basis that we would always have at least one lane open for traffic. Obviously, there is a tremendous difference in traffic handling if we completely close one level of the bridge, as opposed to keeping one lane open. Unless there is some structural problem why we can't keep one lane available for traffic, I think we should study that option. I realize the cost of doing the work would be higher if we can't make the entire roadway surface available to the contractor at one time, however, the traffic impacts will be markedly different from one plan to the other, so I think we ought to review the total impacts before we make a decision as to how to get the work done.

ELH/cp
cc E. S. Hunter
L. E. George

RECEIVED
TECHNICAL SERVICES
APR 9 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

9620

STATE OF OREGON

INTEROFFICE MEMO

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
MAY 4'81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: MEMO TO THE FILE

DATE: May 1, 1981

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: MARQUAM BRIDGE OVERLAY

[illegible]

I attended a meeting with Scott Coulter and Walt Hart in Mr. Coulter's office to discuss the proposed overlay of the Marquam Bridge and its ramps. Walt Hart and I have been working for several years in an attempt to find a product that would give us a structural overlay on the bridge that could be put down and cured out within the time constraints caused by the traffic demand. To date we've been unsuccessful in finding such a product.

The relevant points regarding selection of a type of material (white or black) for the overlay are these:

(1) We do not know of a structural-type overlay that can be laid down and cured within the time allowed by traffic.

(2) Neither of the two structural-type overlays that we have experience with (latex-modified or DOW) have performed to a level that we would have confidence to use them on a major undertaking such as the Marquam overlay.

(3) The Marquam Bridge deck, if designed today, would be about two inches thicker than it is. This is the principal reason that we have been searching for a product to give us a structural overlay --- in order to increase the stiffness of the deck. Even so, we are not aware of any problems connected with the thickness of the deck itself. That is to say, we don't know of any areas where the deck has actually failed or threatens to fail because of its design.

Because of these reasons it was concluded that the only choice we had, in order to get an overlay down soon, was to go with asphaltic concrete. The concept discussed was to put down sufficient thickness (say 2 inches) that after the overlay was rutted sufficiently to justify we would go in with a planing contract to true up the surface and thereby get a relatively long life out of the overlay before it needed to be done again.

We will plan for a 1982 contract to do whatever structures in the Marquam-Fremont area that need an overlay. The thought was that while we have a contractor geared up for night work, have the traffic control available, and have the public acquainted with revised traffic patterns, that we might as well do as much of the work as possible at one time. The first step towards this contract will be a detailed survey of the condition of the decks (chloride content, delamination, rut depth, amount of reinforcing steel exposed, condition of joints) in order to determine the extent of the work. Walt Hart will select someone from his group to work with Clair Kuiper on collecting this data. It will have to be done at night with lane closures. Walt plans to bring the FHWA into the act early on in order that we have their approval as we get to the contract. After this condition survey is completed we will determine the size of the contract for programing and budgeting purposes.

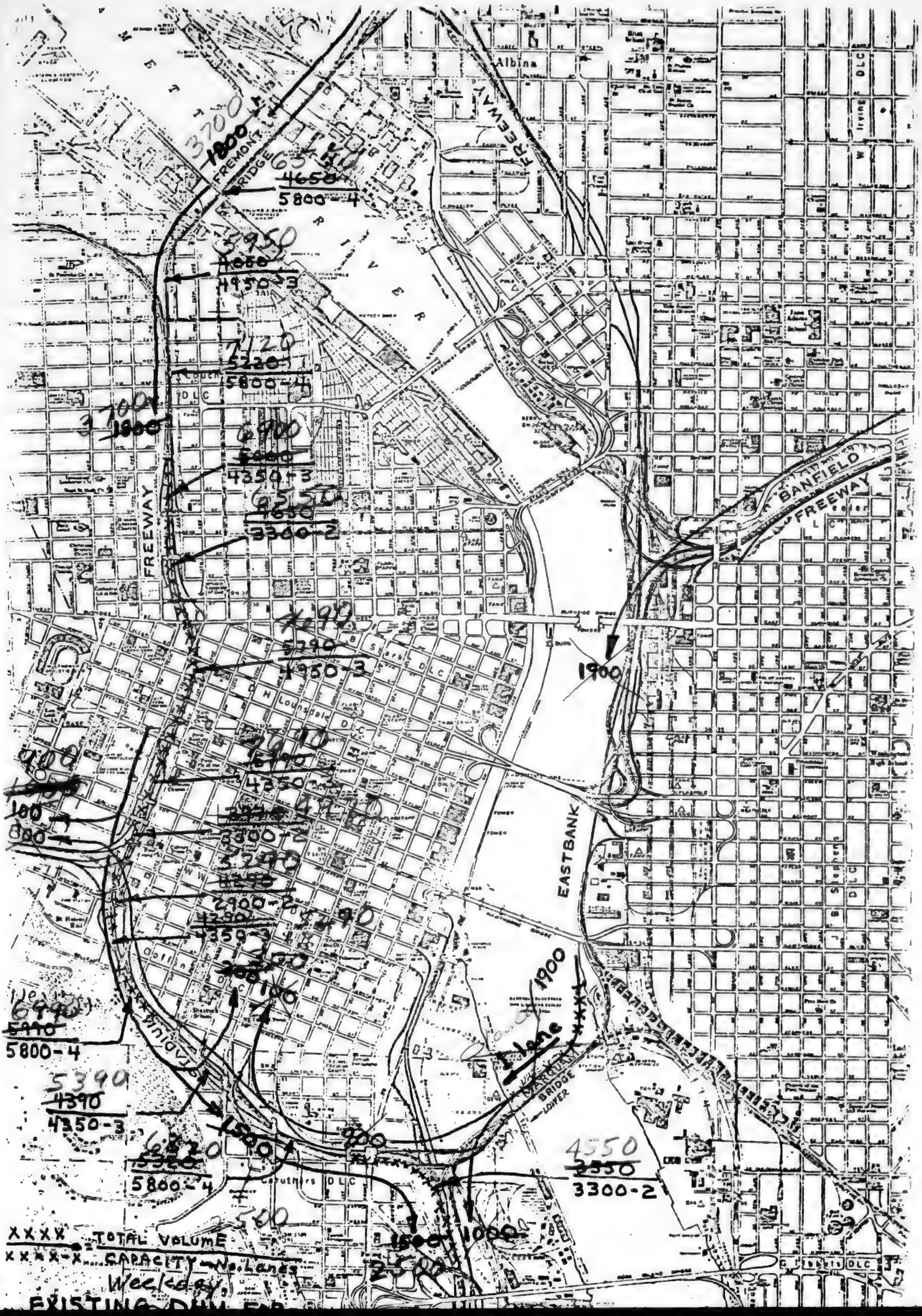
Walt also brought up the potential problem of repainting the steel structures in the Portland area. They are reaching an age where in the near future they will have to be repainted. The discussion indicated that there might be merit in doing this repainting work with our own forces, as opposed to contracting it. Evidently we are a few years away from the actual need for major repaint work, but I'd like Clair Kuiper to be evaluating the paint condition of the structures on I-5 in the Portland area to make an estimate as to when repainting should be done, and the Maintenance office should be thinking about the possibilities of establishing a crew whose principal duties would be painting steel structures in this Region.

ELH/cp
cc H. S. Coulter
E. S. Hunter
R. N. Bothman
Walt Hart
R. L. Schroeder
Clair Kuiper

1 Verstoog
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 5 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action


Albina
FREEWAY
FREMONT BRIDGE
WILLAMETTE RIVER
BANFIELD FREEWAY
FREEWAY
EASTBANK
MARQUAM BRIDGE
LOWER
Couch DLC
Lounsdale DLC
Caruthers DLC
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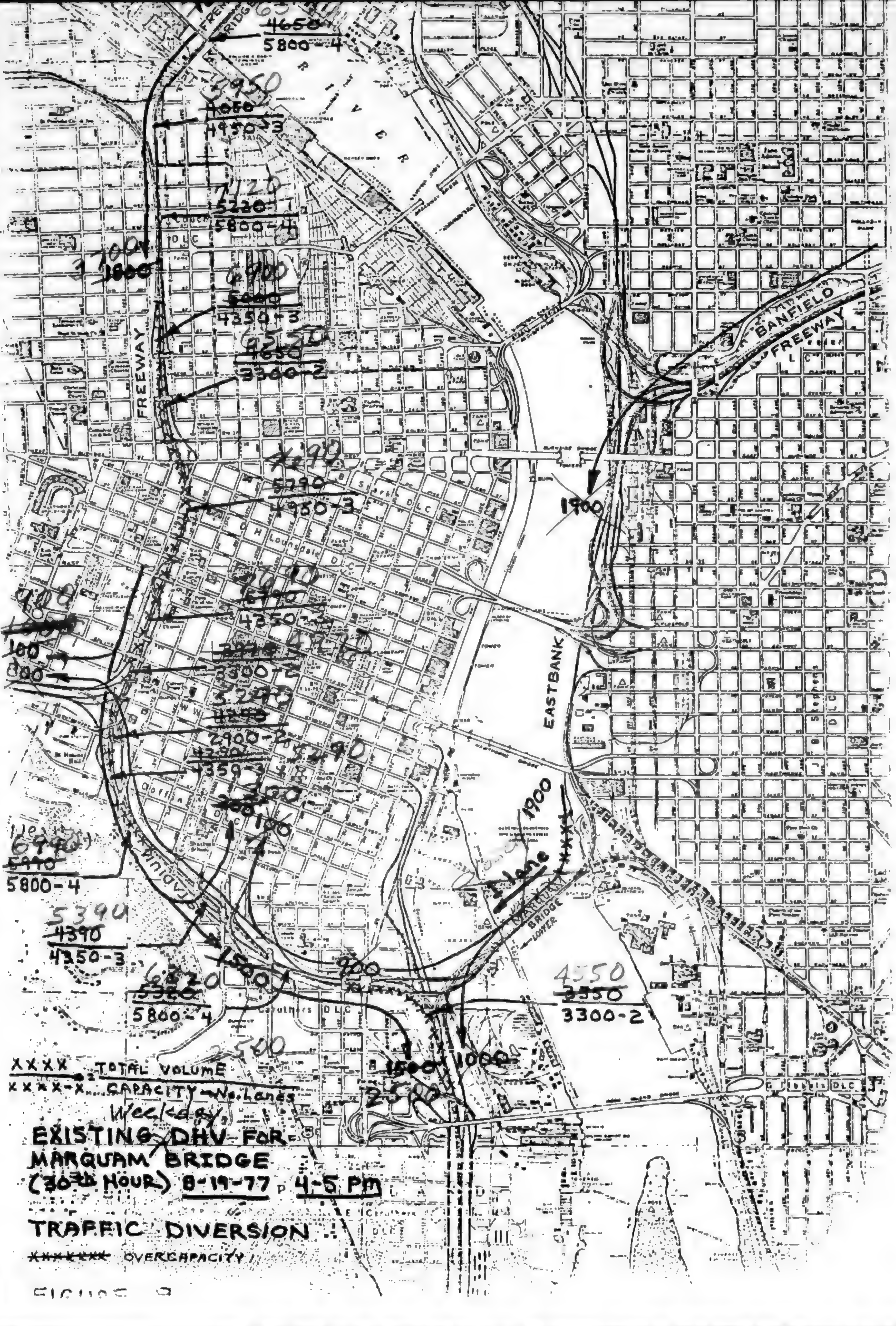
2500
XXXX = TOTAL VOLUME
XXXX-X CAPACITY - No. Lanes
Weekday
EXISTING DHV


FREMONT BRIDGE
RIVER
FREEWAY
BANFIELD FREEWAY
EASTBANK
MARQUAM BRIDGE
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XXXX = TOTAL VOLUME
XXXX-X = CAPACITY—No. Lanes

EXISTING Weekday DHV FOR MARQUAM BRIDGE (30th HOUR) 8-19-77 p 4-5 PM

TRAFFIC DIVERSION

~~XXXXXXX~~ OVERCAPACITY

FIGURE 3

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

will select someone from his group to work with Clair Kuiper on collecting this data. It will have to be done at night with lane closures. Walt plans to bring the FHWA into the act early on in order that we have their approval as we get to the contract. After this condition survey is completed we will determine the size of the contract for programing and budgeting purposes.

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ELH/cp
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   E. S. Hunter
   R. N. Bothman
   Walt Hart
   R. L. Schroeder
   Clair Kuiper

1 Versteeg
Anderson
Christensen
Olson
Sullivan
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RECEIVED
MAY 5 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
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Lebeter ① Base Design
② estimate

Parlemen
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cost

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Plans?
cost
C.W.

Wed am
[illegible] Ed.

OMI

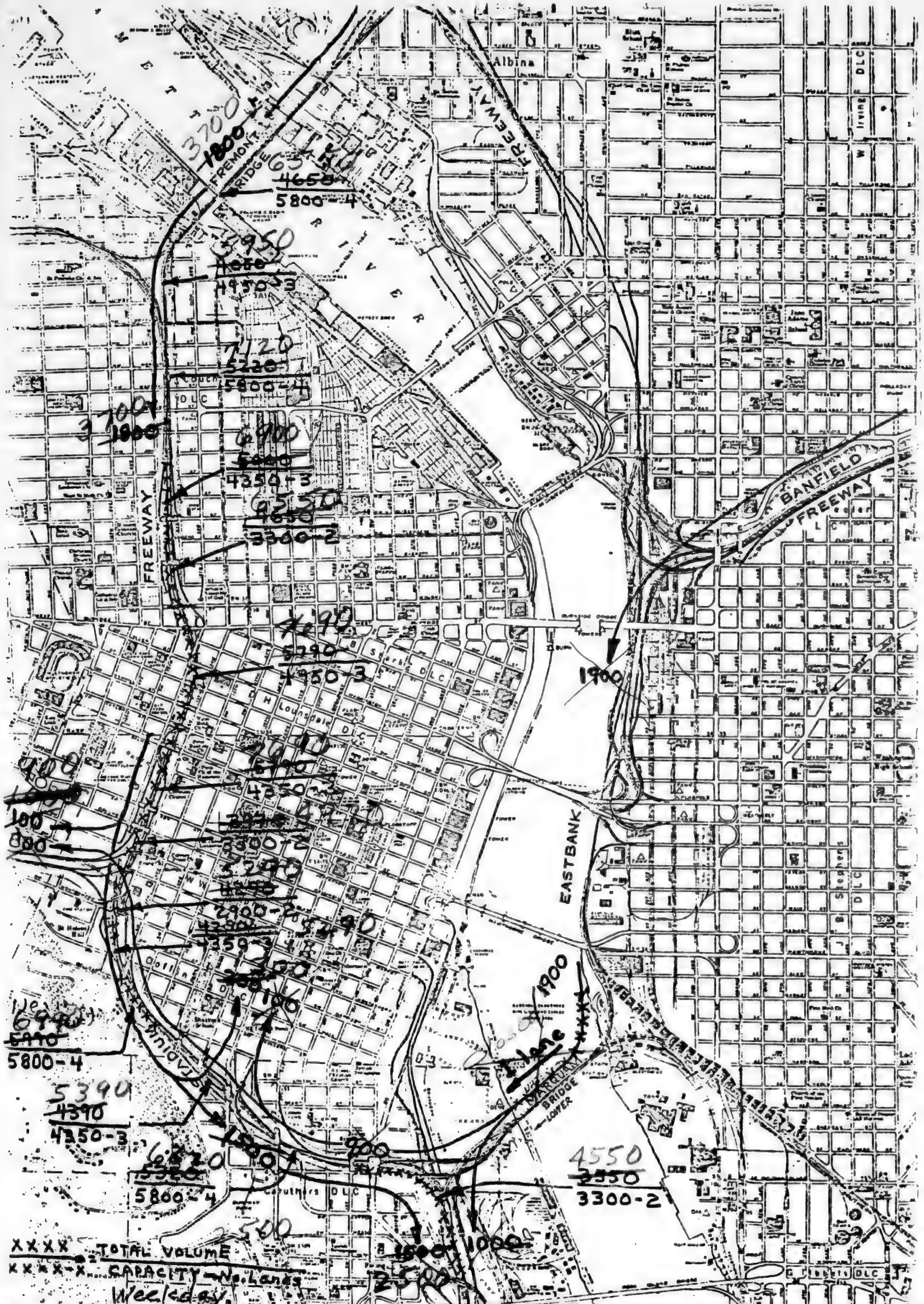
Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE


Albina
FREEWAY
W I L L A M E T T E
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FREMONT BRIDGE
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Irving
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Couch
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Stark
Lownsdale DLC
Collins DLC
Stephens DLC
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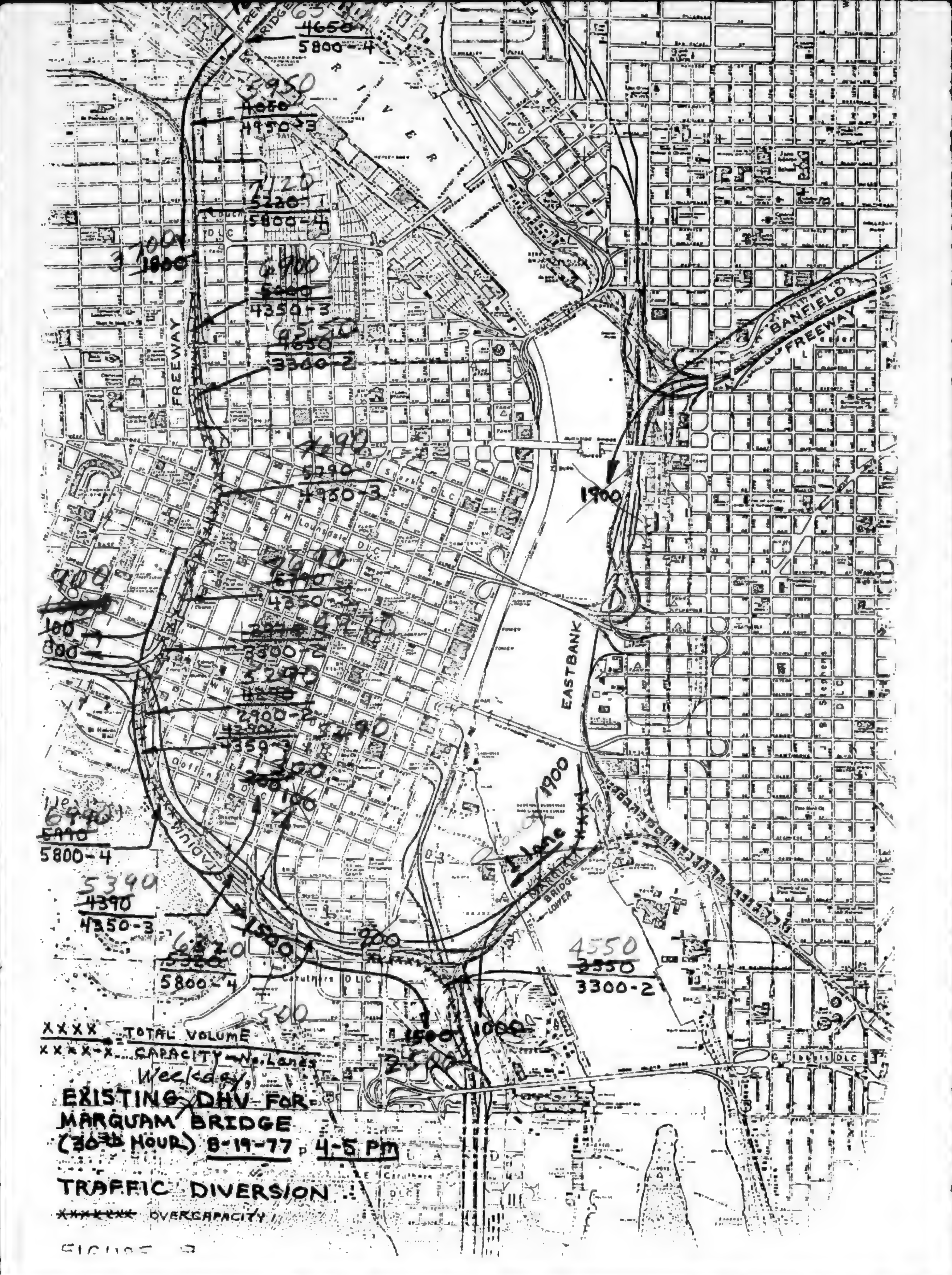
XXXX = TOTAL VOLUME
XXXX-X = CAPACITY – No. Lanes
Weekday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Lownsdale DLC

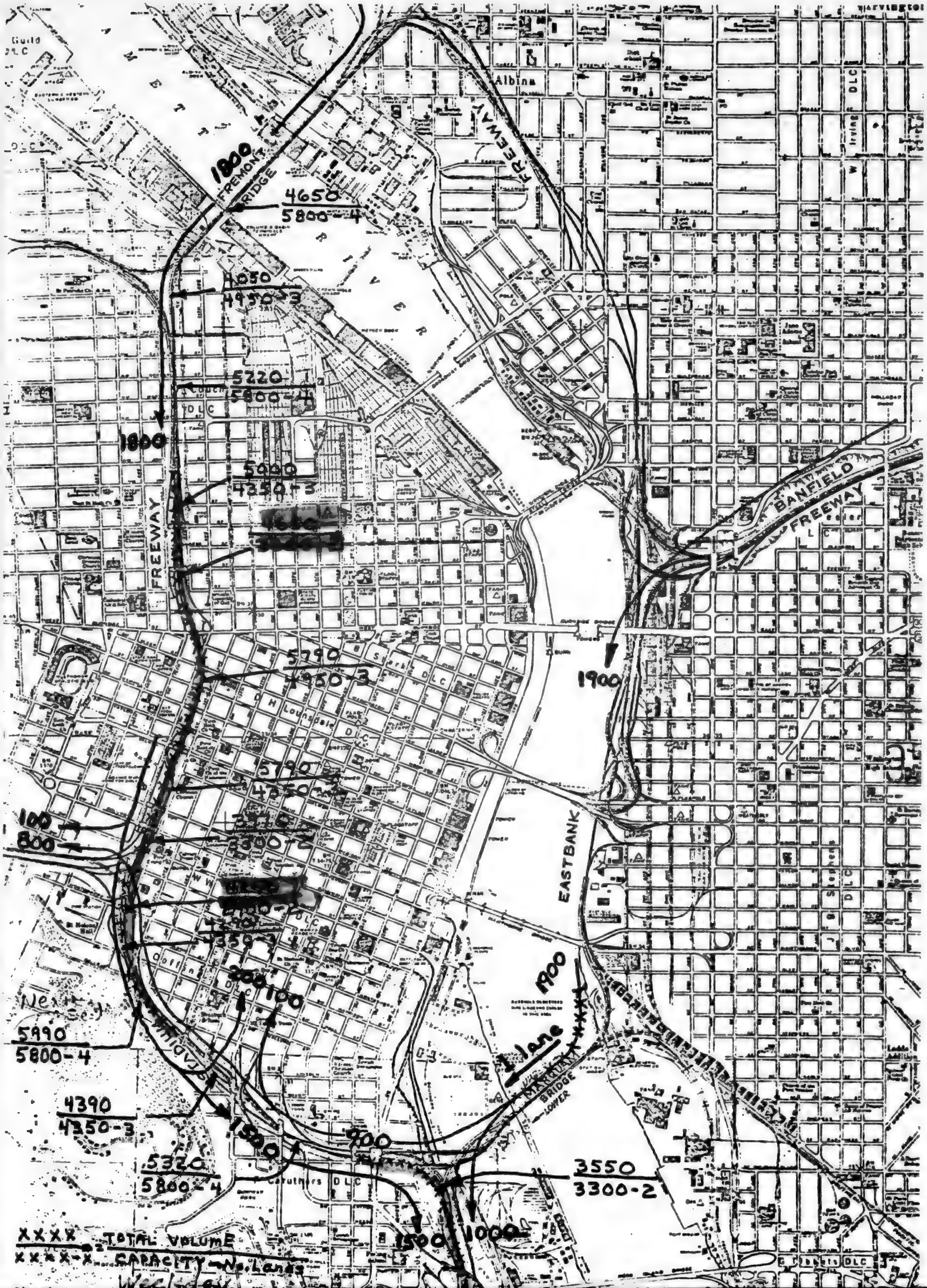
XXXX = TOTAL VOLUME
XXXX-X ... CAPACITY – No. Lanes

EXISTING Weekday DHV FOR
MARQUAM BRIDGE
(30th HOUR) 8-19-77 p 4-5 PM

TRAFFIC DIVERSION

~~XXXXXXX~~ OVERCAPACITY

FIGURE 3


Irvington
Albina
Guild
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RIVER
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EASTBANK
MARQUAM BRIDGE
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Lownsdale
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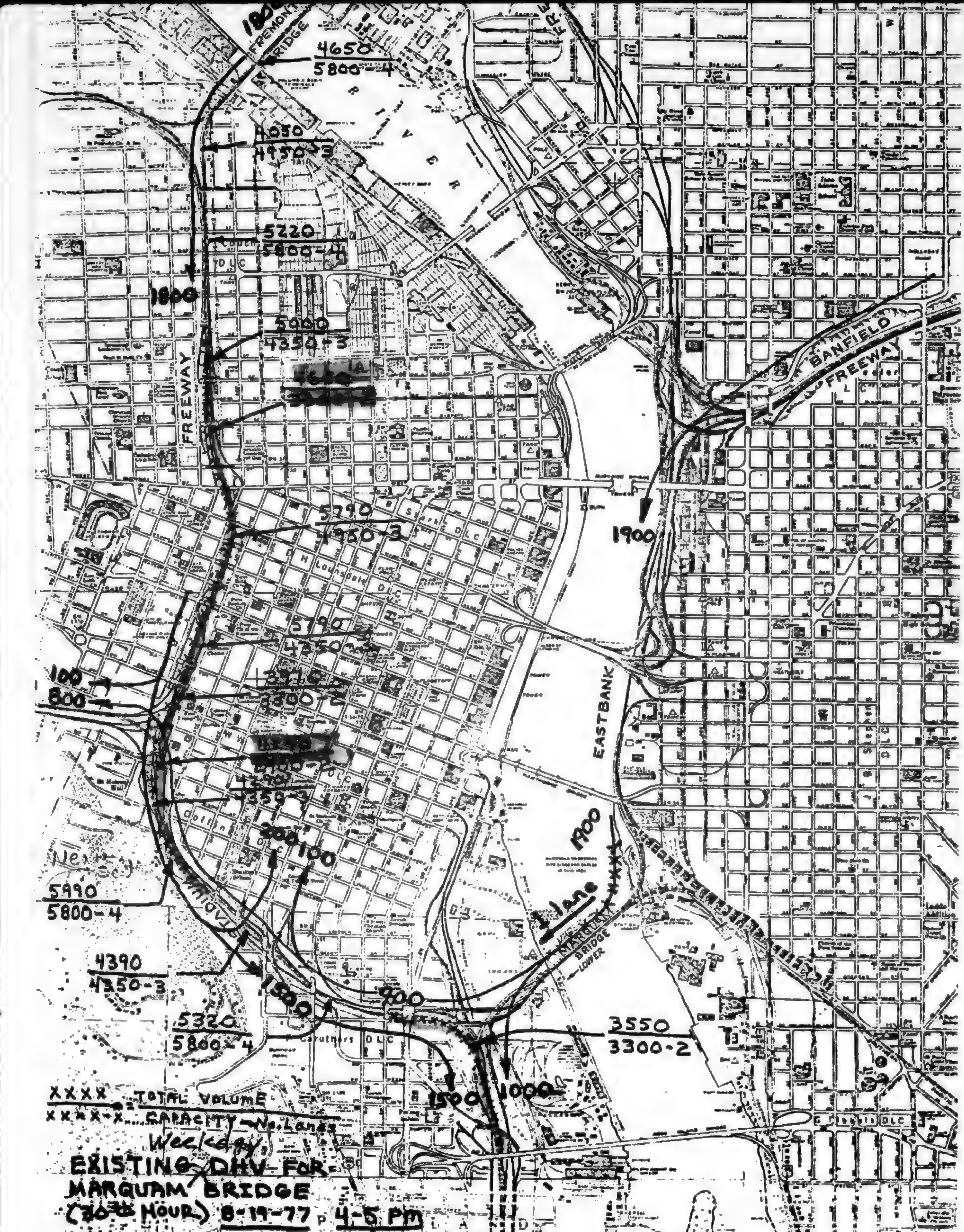
XXXX = TOTAL VOLUME
XXXX-X CAPACITY - No. Lanes


1800
FREMONT BRIDGE
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RIVER
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FREEWAY
BANFIELD FREEWAY
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5800-4
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4350-3
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EASTBANK
MARQUAM BRIDGE LOWER
5320
5800-4
3550
3300-2
1500
1000

XXXX = TOTAL VOLUME
XXXX-X CAPACITY - No. Lanes

EXISTING Weekday DHV FOR
MARQUAM BRIDGE
(30th HOUR) 8-19-77 p 4-5 PM

TRAFFIC DIVERSION !

~~XXXXXXX~~ OVERCAPACITY !

FIGURE B

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

IDENTIFICATION

PROJECT NAME: Willamette River (Marquam) Bridge

HIGHWAY NAME: Pacific

HIGHWAY NUMBER: 1

REGION: 1

ADMINISTRATIVE DISTRICT: 2 A

COUNTY: Multnomah

CITY: Portland

LENGTH: 1.0

MILEPOST NUMBER: 300.~~9~~2 TO ~~301.9~~ 300.9

☐ RURAL ☒ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER RRR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Overlay the existing roadway deck surfaces and repair expansion joints on the Willamette River (Marquam) Bridge.

REFERRED TO
Board
Stoudenmeyer
Cole ✓
Mann W
Erikson
Watson
Dorn
Leu
Hager
File Copy
Due
(Return) Discuss Do
BY FINAL DESIGN ENGINEER

1 Versteeg /
Anderson ✓
2 Chin
3 Cohen
Sullivan
Tr...
4 ... Wiekin...

RECEIVED
OCT ... 1980
ROAD DESIGN SECTION

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1978 - 87,100

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 50

DESIGN STANDARDS: N/A

TRAFFIC ANALYSIS: ☐ LIGHT ☐ MEDIUM ☒ HEAVY

APPROVED
Frank E. Klep...
Location Engineer
Date 10/2/80

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	Varies	Same
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ____________	☐	☒	☐
Stream ____________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Buildings	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☐	☒	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☒	☐	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☐	☒	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______________________________

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	 STATE	 CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY N/A	☐	☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	( )	N/A
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	4.0

RECOMMENDED CONSTRUCTION DATE	____________ (Region)	H.I.P '82 (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

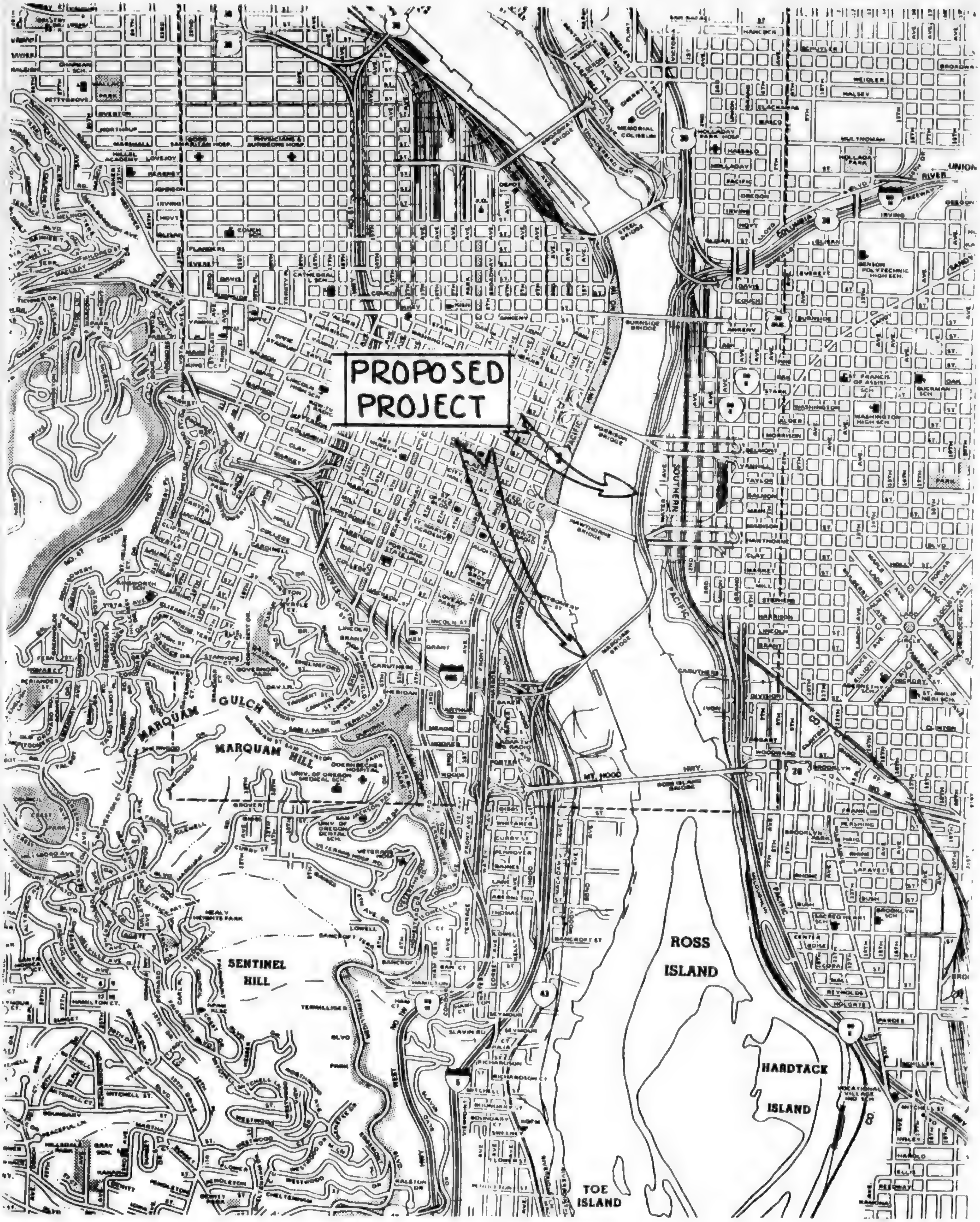
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	10,000	10.000
RIGHT OF WAY		
TRAFFIC CONTROL		350.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY		
OTHER Overlay and Repair Expansion Joints	2,400,000.	4,900.000
ENGINEERING & CONTINGENCIES		
PROJECT TOTAL	2,410,000.	5.260.000

SUBMITTED BY ____________________


PROPOSED PROJECT
MARQUAM GULCH
MARQUAM HILL
SENTINEL HILL
ROSS ISLAND
HARDTACK ISLAND
TOE ISLAND
BURNSIDE BRIDGE
MORRISON BRIDGE
HAWTHORNE BRIDGE
MARQUAM BRIDGE
ROSS ISLAND BRIDGE
STEEL BRIDGE
BROADWAY BRIDGE
MEMORIAL COLISEUM
PORTLAND STATE COLLEGE
UNIV. OF OREGON MEDICAL SCH.
LINCOLN HIGH SCH.
BENSON POLYTECHNIC HIGH SCH.
WASHINGTON HIGH SCH.
MT. HOOD HWY.
UNION
RIVER
FREEWAY

9620

8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-5-6(99)301

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: 00133

COUNTY NAME: Multnomah

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 16 '80
REFER TO
FOR
Info | Act | File

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 9-11-80

FEDERAL ROUTE NUMBER: Interstate 5

STATE ROUTE NUMBER: Primary 1

GENERAL LOCATION:

Willamette River (Marquam) Bridge Section - Portland

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION TEC $10,000 - FF $8,815
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 9-9-80.

DATE: 9-11-90

SIGNATURE OF APPROVING OFFICIAL: G. K. Hessner

TITLE: for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1976-631-655

9620

8

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: April 15, 1980

FROM: EDWARD L. HARDT ORIGINAL SIGNED BY EDWARD L. HARDT
Region Engineer

SUBJECT: MARQUAM BRIDGE STRUCTURAL OVERLAY

Talked with Walt Hart about where we are with our working up of a project to put a structural overlay on the Marquam Bridge and ramps. Evidently we are at an impasse as we have not found an acceptable way to place the structural overlay down and still handle traffic at a reasonable service level, and we have not yet accepted the fact that we may have to put a black overlay down.

Grasping for straws, I discussed with Jack Sullivan the idea that if we put the overlay down during the weekend, as I had earlier proposed, the one lane of traffic running by the work during the next few days would not be confronted with any construction equipment--we would merely be curing out the poured concrete and there would be nothing to distract the drivers. I'd hoped that perhaps this would allow Jack to assign a higher vehicle usage to that lane and thereby indicate that we could get by with the one free-flowing lane. Unfortunately, Jack felt that this wouldn't significantly help the gross overload of the system due to the one-lane operation.

I guess where we are now is, we will wait until Walt arranges for some experimental work on a structural overlay project in Region 3 to determine what the minimum cure time is for this type of construction. When we know that, I'm inclined to take a hard look at what the total impact on the freeway, highway, and street system is with a one-lane operation during the week and then decide whether with a heavy PR campaign in the newspapers, radio, and TV we could rearrange enough traffic for the several days involved that we could get by with this situation. It probably would be a semi-emergency condition, but it might be worth it to get the deck of the structure reinforced. It is evident to me there is no way we can get to this project during 1980, even if funds were available. I still feel we should move ahead with the planning so we will be ready with the project when money is available.

ELH/cp/gw
cc: E. S. Hunter
W. J. Hart
R. N. Bothman
Jack Sullivan
Clair Kuiper

NOTED
E. S. HUNTER
4-17-80

cy Ed Hardt
Walt Hart

I agree that
we should be able to
PR the one lane concept.
Maybe we can do the job
in FY 81.
Ed.

RECEIVED
TECHNICAL SERVICES
APR 16'80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

SP*75683-125

Contains Recycled Materials
81-125-1387

1610

8

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic DEPT. 378-6537 TELEPHONE

TO: E. L. Hardt
Region 1 Engineer

DATE: October 17, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Marquam Bridge Resurfacing Project
Northbound Detour

NOTE
E S HUNTER

Your letter of October 2 expressed concern regarding the northbound traffic detoured from Interstate 5 (Marquam Bridge) via Front Avenue and the Steel Bridge destined for the Banfield Freeway. This traffic will be exposed to ten signal locations on Front Avenue, so will experience some delays, as well as some out of direction travel.

We contacted Tom Neeley, Traffic Engineer, City of Portland, and discussed the proposed detour via Front Avenue. He said the weekend traffic on Front Avenue is about one-half of the weekday traffic and felt there would be sufficient capacity on almost all weekends to handle the detour traffic. He also suggested he be contacted when construction schedules are determined.

The traffic signals on Front Avenue are tied into a central computer and can be adjusted to better accommodate the increase in traffic during the detour.

Another area that may experience some delays are the ramp connections from the East Bank and the Steel Bridge to the Banfield Freeway. Merging traffic volumes on weekdays are about 1,700 vehicles per hour, with the proposed detour volumes estimated at 1,500 vehicles per hour. Depending on the operating speeds of the ramps, some congestion could be experienced at the merge points of these ramps. However, the delays are expected to be less than that presently occurring during weekdays.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

RECEIVED
TECHNICAL SERVICES
OCT 19 '79
REFER TO
FOR

MKS:ds

cc: E. S. Hunter
R. N. Bothman
W. J. Hart

9620

8

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
October 2, 1979

FILE:

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Region Engineer

TO: L. E. GEORGE
Traffic Engineer

SUBJECT: MARQUAM BRIDGE RESURFACING PROJECT
NORTHBOUND DETOUR

NOTED
E. S. HUNTER

Your September 14 letter transmitted a proposed plan for detouring traffic from the northbound Marquam Bridge to allow for resurfacing. We have reviewed same and find no basic problems with it.

I do have one concern and that is whether the detour for I-5 traffic headed to the Banfield will be able to handle that traffic without undue congestion. That detour is via Front Ave. and the Steel Bridge to the Banfield. My concern is that this detour will require the traffic to drive through a number of traffic signals on Front Ave. I assume that you have analyzed the capability of this route to handle the anticipated additional traffic using it and found that it will work satisfactorily. If that is so, fine.

Other than the above, I have no problems with this detour plan.

ELH/cr
cc E. S. Hunter
R. N. Bothman
W. J. Hart

RECEIVED
TECHNICAL SERVICES
OCT 3 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9620

8

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: E. L. Hardt
Region I Engineer

DATE: September 20, 1979

FROM: L. E. George
Traffic Engineer

NOTED
E. S. HUNTER

SUBJECT: Marquam Bridge Resurfacing Project

Your letter of September 17 indicated you found no major problems with our suggested traffic control procedures for the southbound Marquam Bridge resurfacing project. You did request advice concerning two minor points.

Traffic entering Interstate 5 southbound at the Coliseum entrance ramp that does not exit to the Banfield Freeway will be forced to exit Interstate 5 at the Morrison Bridge/Union Avenue connection. In addition, it is expected that some of the Interstate 5 through-traffic that may miss the detour signing via Fremont Bridge and Stadium Freeway will also end up on the Morrison Bridge/Union Avenue connection. It is important that adequate signing is provided to direct traffic destined to Interstate 5 South via the Morrison Bridge and Front Avenue. Also, traffic from the Coliseum entrance ramp destined to the Sunset Highway will need adequate signing that directs them via Morrison Bridge, Front Avenue and Clay Street to enter the Sunset Tunnel via the Clay Street entrance ramp.

We agree with your inclination to delay the planned three-lane striping of the southbound lower deck approach to the Marquam Bridge until after the resurfacing is completed. This will avoid the unfavorable condition of having a middle lane straddling a pavement joint between paving stages.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

JH:jrb
cc: ✓E. S. Hunter
R. N. Bothman
J. H. Versteeg
W. J. Hart

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TECHNICAL SERVICES
SEP 21 '79
REFER TO
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1859

STATE OF OREGON INTEROFFICE MEMO

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: E. L. Hardt
Region 1 Engineer

DATE: September 14, 1979

FROM: L. E. George
Traffic Engineer

NOTED
E. S. HUNTER

SUBJECT: Marquam Bridge Resurfacing Project

On August 31, 1979, a suggested detour plan was submitted for your consideration for the Marquam Bridge resurfacing project. The detour plan recommended traffic handling procedures for the initial southbound resurfacing. As promised in our August 31 letter, this report suggests a detour plan for northbound traffic.

The scarifying operation would take place identical to that for the southbound ramp. The contractor would work between 11:30 P.M.-5:30 A.M. (6 hours) for as many nights as necessary to complete the scarifying. Traffic volumes are sufficiently low during this time period to allow traffic to operate in a single lane through the work area. A traffic detour will not be necessary during the scarifying work.

The resurfacing should be scheduled on weekends beginning at midnight Friday and ending at 5:30 A.M. Monday morning. Traffic will operate in a single lane during this period. At 6:00 A.M. on Saturday morning, a traffic detour will be necessary to avoid exceeding the capacity of a single lane through the work area. Northbound Interstate 5 through traffic is recommended to be detoured via Stadium Freeway (Interstate 405) and the Fremont Bridge. Northbound traffic from Interstate 5 to the Banfield Freeway is recommended to be detoured via Front Avenue and Steel Bridge. The intent of the northbound detour plan is to allow only traffic from the Stadium Freeway and from Oswego Highway (Macadam Avenue) to have access to the Marquam Bridge between 6:00 A.M. Saturday and 5:30 A.M. on Monday morning. To prevent northbound access between Interstate 5 and the Marquam Bridge, a barricade will be necessary to force northbound Interstate 5 traffic to the Stadium Freeway and Front Avenue connections. Figure I shows the detour routings while Figure II shows the barricade location.

At 5:30 A.M. Monday morning, the resurfacing/curing operation is completed for one-half of the northbound ramp. The detours are terminated and three northbound lanes are restored on the ramp. Since the center lane will straddle a two-inch dropoff for about a week, your suggestion of a temporary asphalt wedge to mitigate the abrupt dropoff appears advisable. This condition will be in effect until midnight the following Friday when the resurfacing operation is repeated for the other half of the ramp.

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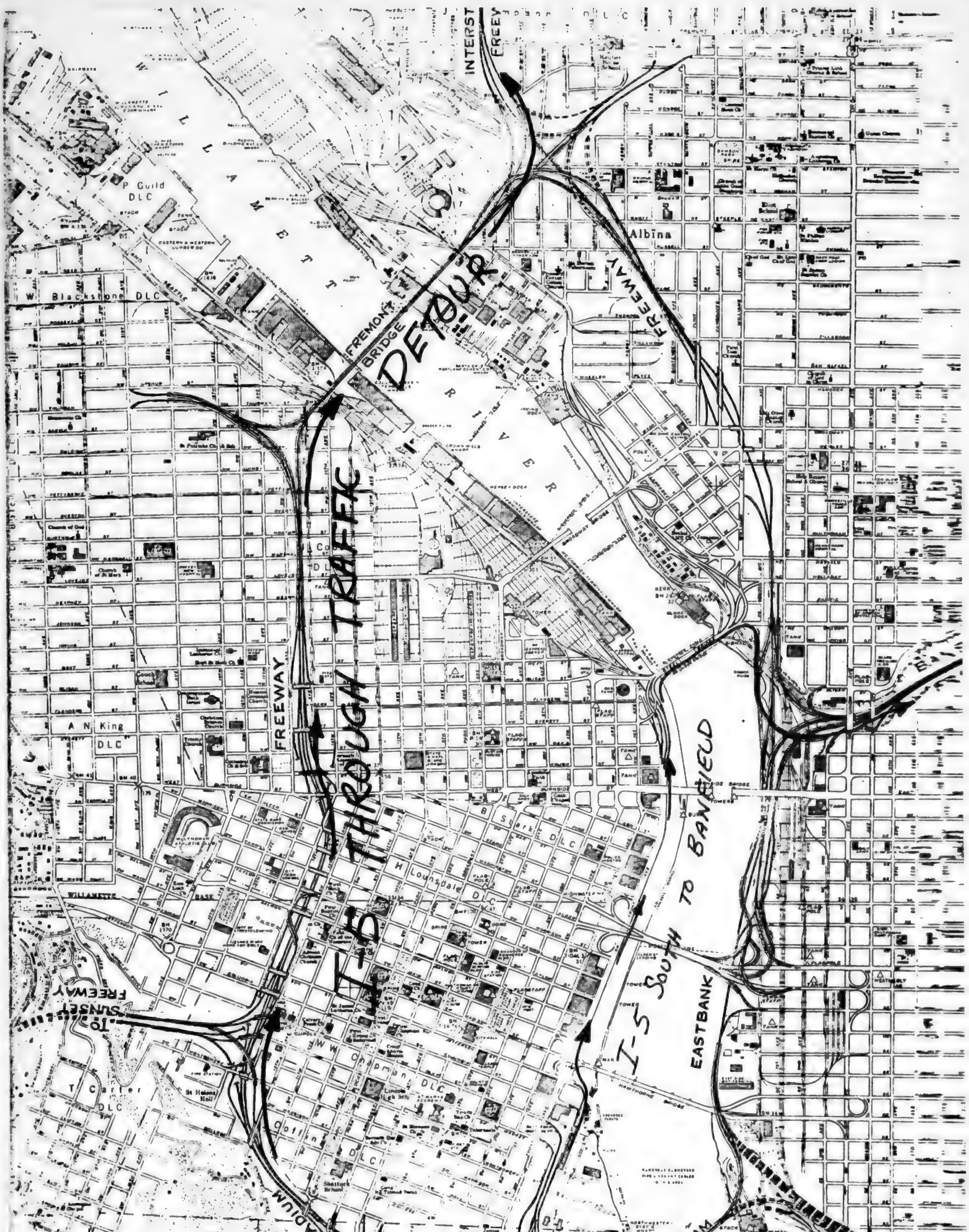
The northbound detour proposal is submitted for your consideration. Any concerns or flaws you foresee should be identified in order that adjustments to the plan can be made.

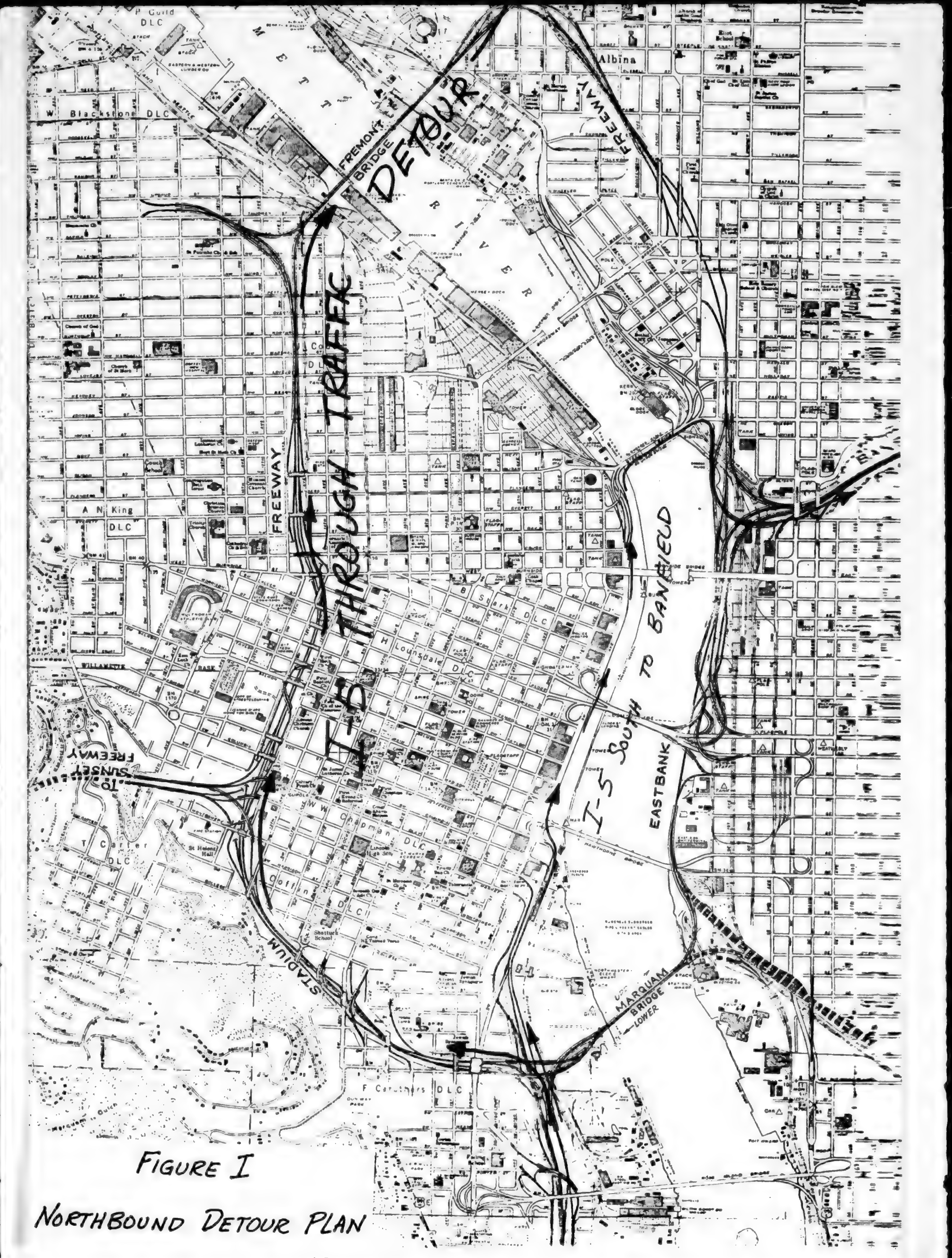
ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

JH:ds
Attachments

cc: E. S. Hunter ✓
R. N. Bothman
J. H. Versteeg
W. J. Hart


INTERSTATE FREEWAY
P Guild DLC
WILLAMETTE RIVER
W. Blackstone DLC
FREMONT BRIDGE
DETOUR
Albina
FREEWAY
I-5 THROUGH TRAFFIC
FREEWAY
A N King DLC
B Stark DLC
H Lounsdale DLC
I-5 SOUTH TO BANFIELD
EASTBANK
TO SUNSET FREEWAY
T Carter DLC
St Helens Hall
W W Chapman DLC
Coffin DLC
STADIUM
UPPER MARQUAM BRIDGE LOWER


DETOUR
FREMONT BRIDGE
I-5 THROUGH TRAFFIC
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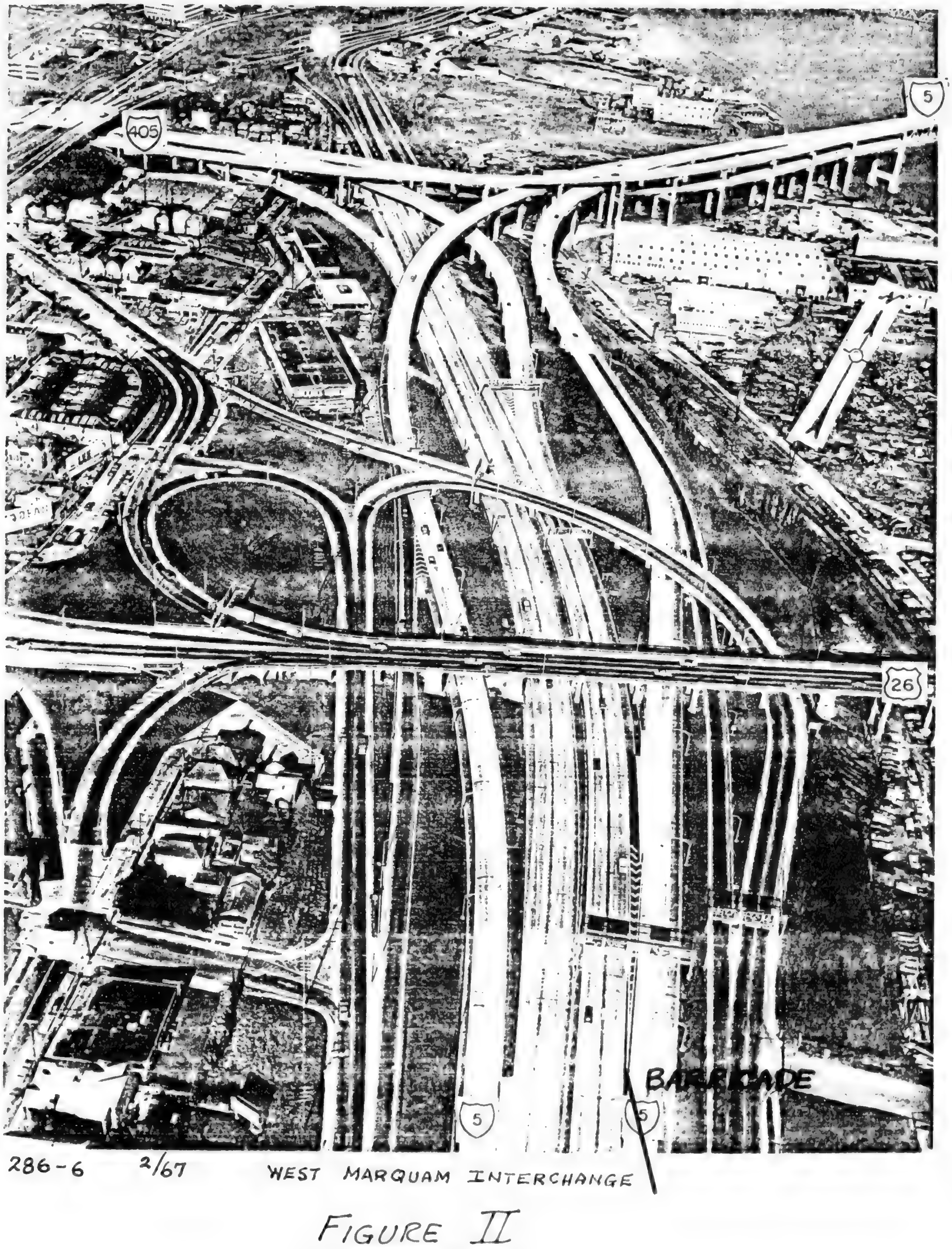
I-5 SOUTH TO BANFIELD
EASTBANK
MARQUAM BRIDGE
UPPER
LOWER
STADIUM
TO SUNSET FREEWAY
WILLAMETTE
RIVER
Albina
P Guild DLC
W Blackstone DLC
A N King DLC
B Stark DLC
H Lounsdale DLC
W W Chapman DLC
Coffin DLC
T Carter DLC
F Caruthers DLC
St Helens Hall
Shattuck School
Lincoln High Sch

FIGURE I

NORTHBOUND DETOUR PLAN


405
5
26
5
5
BARRICADE

286-6 2/67 WEST MARQUAM INTERCHANGE

FIGURE II

.9620

8

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

NOTED
E. S. HUNTER

TO: Edward L. Hardt
Region Engineer

DATE: August 31, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Marquam Bridge Resurfacing Project

RECEIVED
TECHNICAL SERVICES
SEP 5 '79
REFER TO
FOR
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Act
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O/R
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Inves
Info

Your letter of August 21, 1979, described procedures to accomplish PCC resurfacing of the Marquam Bridge. The scheme divided the work into two stages: (1) scarifying and (2) repaving. A review has been conducted of this scheme in regard to handling traffic during the work periods.

It is our understanding that the initial resurfacing will take place on the southbound approach ramp to the Marquam Bridge. This report recommends traffic handling procedures for the initial southbound resurfacing. Traffic handling for the resurfacing of the northbound ramp is under study and will be submitted at a later date.

Scarifying Operation

This work phase will take place between 11:30 PM - 5:30 AM (6 hours) for as many nights as required to accomplish the scarifying. Traffic volumes are sufficiently low during this period to allow traffic to operate in a single lane while the contractor does the scarifying. Traffic diversion during the scarifying operation will not be necessary.

Resurfacing Operation

We agree with your schedule that the best time to begin the resurfacing is Friday midnight. Traffic operates in a single lane similar to the scarifying operation. At 6:00 AM on Saturday morning traffic diversion will be necessary to avoid exceeding the capacity of the single lane through the work area. Southbound I-5 through traffic is recommended to be detoured via Fremont Bridge and I-405. The I-5 traffic detour would be in effect between 6:00 AM Saturday morning until 5:30 AM Monday morning.

At 5:30 AM Monday morning the resurfacing/curing is completed for one-half of the southbound approach ramp. The I-5 traffic detour is terminated and two southbound traffic lanes are restored on the ramp. This condition continues until midnight the following Friday when the resurfacing operation is repeated for the other half of the ramp.

Traffic Detour

During the southbound I-5 detour via Fremont Bridge and I-405, traffic will be allowed to proceed via the Eastbank to Banfield and Morrison Bridge. To prevent I-5 through traffic from using this routing and proceeding to the Marquam Bridge a barricade appears necessary detouring traffic south of the

Banfield to the Morrison Bridge. Figure I shows the major traffic patterns during the detour stage, while Figure II shows the barricade location diverting traffic to the Morrison Bridge. The intent of the detour plan is to allow only Banfield traffic to use the single southbound lane approaching Marquam Bridge.

The proposed detour plan is submitted for your review and consideration. Any concerns or flaws you forsee in providing adequate signing or implementing and removing the barricade on weekends would be appropriate to identify at this early stage.

Sincerely,

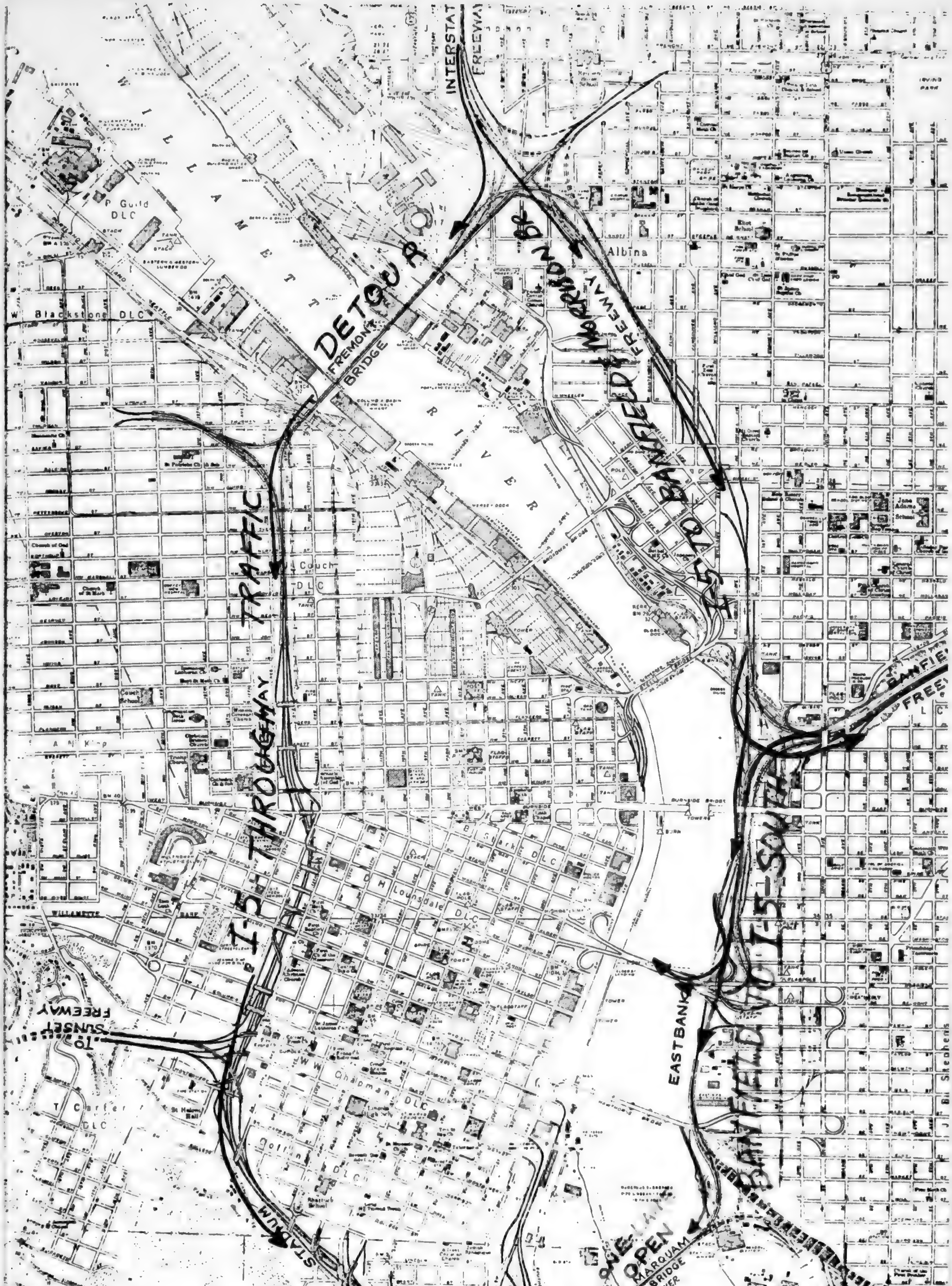
ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

JH:jmb

Attachments

cc: E. S. Hunter✓
R. N. Bothman
Walt Hart


INTERSTATE FREEWAY
WILLAMETTE RIVER
DETOUR
FREMONT BRIDGE
I-5 TO BANFIELD & MORRISON B
BANFIELD FREEWAY
Albina
I-5 THROUGH TRAFFIC
Couch DLC
BANFIELD FREEWAY
BURNSIDE BRIDGE
Lounsdale DLC
BANFIELD TO I-5 SOUTH
TO SUNSET FREEWAY
EASTBANK
Chapman DLC
STADIUM
ONE LANE OPEN
MARQUAM BRIDGE LOWER
Blackstone DLC
P Guild DLC
IRVING PARK

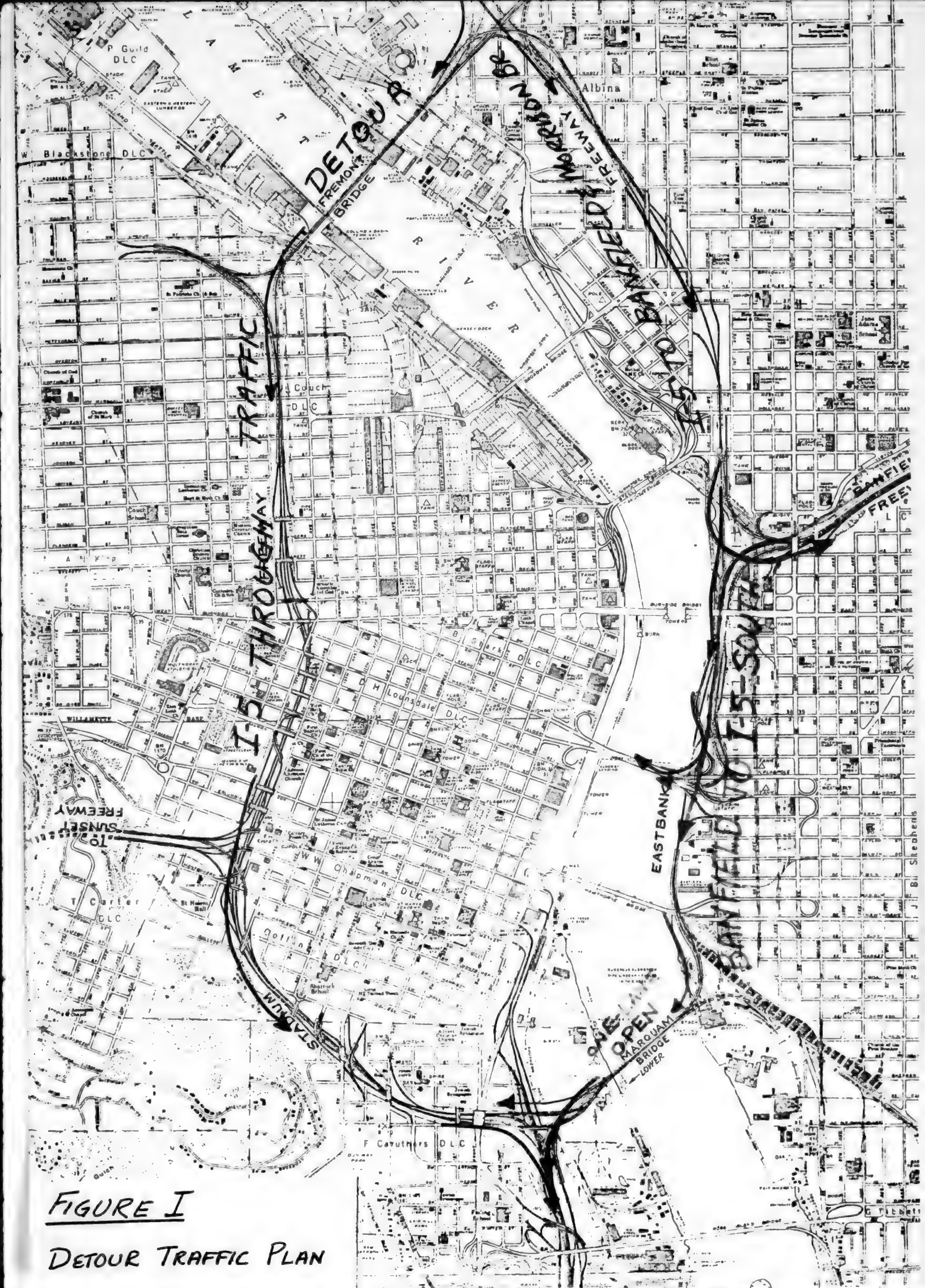
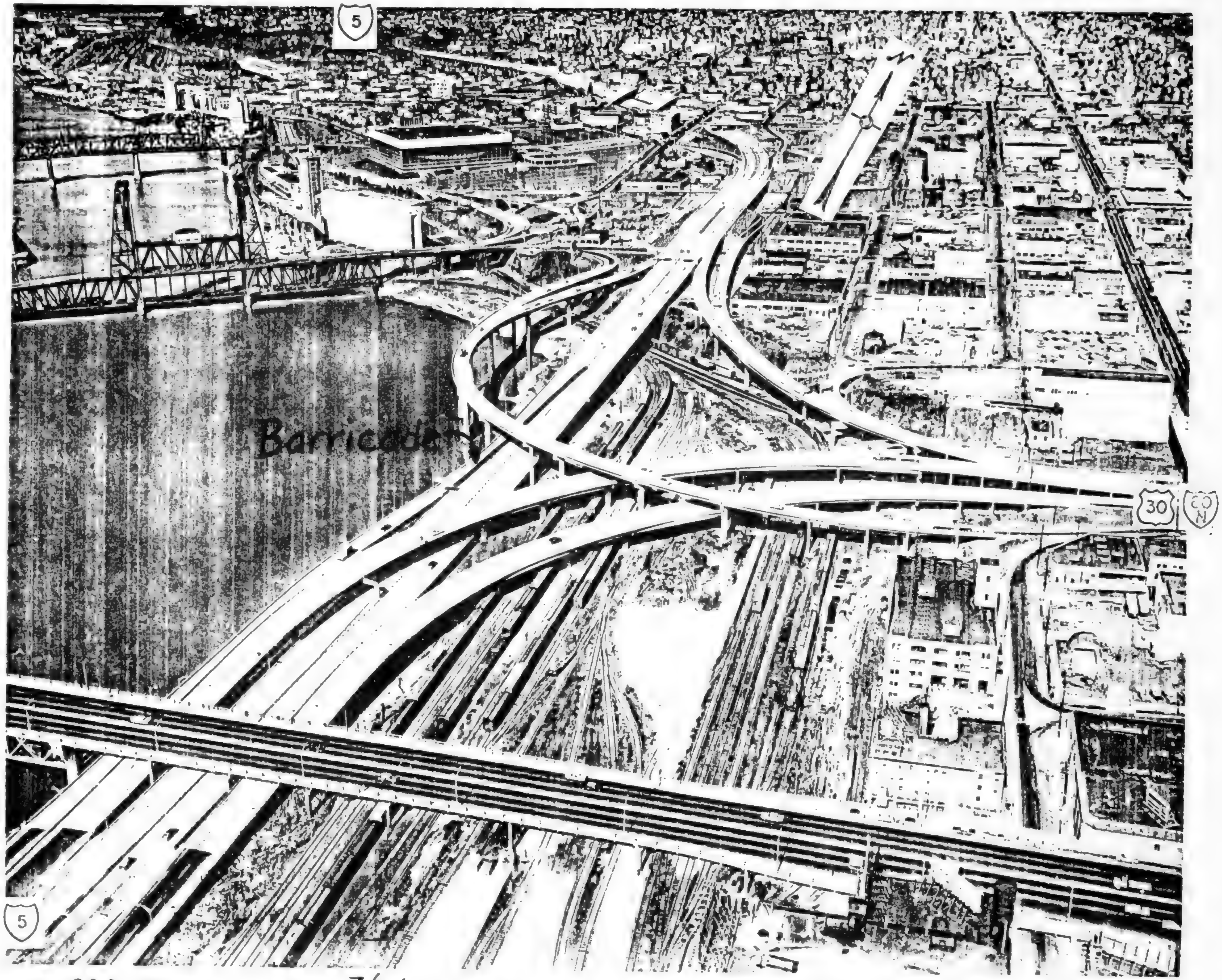

DETOUR
FREMONT BRIDGE
I-5 THROUGHWAY TRAFFIC
I-5 TO BANFIELD & MORRISON BR
FREEWAY
BANFIELD FREEWAY
BANFIELD TO I-5-SOUTH
EASTBANK
ONE LANE OPEN
MARQUAM BRIDGE LOWER
STADIUM
TO SUNSET FREEWAY
Albina
WILLAMETTE RIVER
W. Blackstone DLC
P Guild DLC
Couch DLC
Stark DLC
D H Lounsdale DLC
Chapman DLC
Caruthers DLC
J B Stephens
Burnside Bridge

FIGURE I

DETOUR TRAFFIC PLAN

FIGURE II


5
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Barricade
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224-28 3/2/65 BANFIELD INTERCHANGE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
August 21, 1979

FILE:

Edward L Hardt

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: MARQUAM BRIDGE RESURFACING PROJECT

TO: E. S. HUNTER
Technical Services

NOTED
E. S. HUNTER

You have asked for my recommendations regarding resurfacing the Marquam Bridge based on letter-form reports from Walt Hart and Bud George. I agree with you that the PCC overlay is much preferred for obvious reasons if we can find a way to put it down and still maintain a reasonable traffic flow. Outlined below is a method which may do this.

In developing this scheme, I have divided the work into two stages: (1) scarifying and (2) repaving. As I visualize it, the contractor would be given one lane of an approach ramp from midnight to 6 AM for as many nights as it would take him to do the scarifying work. Traffic would be handled in the other lane by conventional signs and cones. Let's assume he does this starting Sunday night for five nights. Friday night at midnight he begins the paving operation. Traffic is again diverted to the other lane. Sometime Saturday morning, probably around 8 AM, traffic volumes will exceed the capacity of the single lane. Prior to that time the contractor will have diverted sufficient freeway traffic (perhaps by rerouting the mainline I-5 to the Stadium Freeway) so that the volumes can be handled by the one lane. This allows him to work the entire weekend until 6 AM Monday morning in this fashion. He paves until 6 AM Sunday morning, a total of 30 hours. This allows the concrete a curing time of 24 hours, which is the minimum that Walt Hart will accept. Next week the process is reversed and the other lane is paved. On a 32' ramp we would pave 16', allow 2' each for work area and cone area, and provide a 12' traffic lane. On the 3-lane ramp this would require traffic to straddle the 2" dropoff for a week or so. This would probably require NO LANE CHANGE signing for traffic protection. The scarifying and/or paving operation may take more than the week or weekend that I have outlined, which would merely stretch out the process.

The advantages of this scheme are: (1) we get the benefit of the PCC overlay and (2) as opposed to a complete closure of the bridge, by maintaining one lane of traffic the freeway diversions won't need to be as extensive. Also, the contractor can be working on the paving operation during the time the traffic diversions are put into effect instead of having to wait until the bridge is shut down before he can begin his operation.

The disadvantages are: (1) traffic will be required to operate next to or over a 2-inch dropoff during the time between the two paving operations. If this is considered to be a hazard, a temporary asphalt wedge could be placed to remove the bitter edge. (2) Since traffic will be driving on the scarified deck before it is paved, it may be necessary to reclean it with a water blast or a sandblast directly ahead of the paver. This depends on the cleanliness required and the amount of road dirt tracked into the scarified deck during this time.

The above scheme has been formulated based on a couple of phone conversations with Walt Hart regarding the feasibility of doing the work from a structural standpoint and one phone conversation with Dwayne Hofstetter and John Hanks regarding the feasibility of handling traffic in this fashion. More study needs to be put into it to check for any major flaws and, of course, to identify the costs. As far as I can tell, it is a feasible way to put the PCC surfacing down and I offer it to you for your consideration.

ELH/cr
cc Walt Hart
L. E. George
R. N. Bothman

RECEIVED
TECHNICAL SERVICES
AUG 22 '79
REFER TO
FOR
Info Inves R/D D/R Sign Act File

9627

August 14, 1979

TO: R. N. Bothman
Metropolitan Engineer

Ed Hardt
Region I Engineer

FROM: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

SUBJECT: Marquam Bridge Resurfacing Project

As you know, resurfacing of the Marquam Bridge decks is being investigated by Walt Hart and others. The two alternatives are "Rub-R-Road" (an asphaltic concrete overlay), with a total cost of $1,167,000 or a PCC-bonded overlay, which would have a total cost of $2,413,000. I prefer to go the PCC overlay, for the reasons that it would strengthen the deck and provide a much longer service life. The obvious disadvantage to a PCC-bonded overlay is the difficulty in handling traffic during the curing period.

Please review the attached letters from Walt Hart and L. E. George and give me your recommendations for overlaying the project.

ESH:ja

Attachments

cc Walt Hart
L. E. George

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

DATE: August 10, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Marquam Bridge Resurfacing Project

As requested, we have again discussed the subject project and its effect on traffic with Walt Hart. This has been analyzed several times with the conclusion being the same every time. If PCC surfacing is used, we would only be able to handle one lane of traffic in the direction being worked on, and this would result in traffic breakdowns on Interstate 5 and Interstate 405, along with excessive delays on the city street system.

The asphaltic-type surfacing could be placed with much less disruption to traffic. This type of surfacing could be installed in the evening and on the weekends thereby avoiding weekday peak periods.

If the decision is made to use PCC surfacing, route diversion signing would have to be used to divert all Interstate 5 southbound traffic over Interstate 405. The southbound Interstate 5 traffic moving across the Marquam Bridge from the Banfield Freeway is of a high enough volume that additional traffic could not be handled in one lane across the Marquam Bridge.

Since the problem has been thoroughly analyzed, the next step would be to decide whether we can live with the lengthy traffic delays which would be encountered if the PCC surfacing is utilized.

L E George

L. E. George
Traffic Engineer

DKH:jrb

cc: R. N. Bothman
W. J. Hart
E. L. Hardt

RECEIVED
TECHNICAL SERVICES

AUG 13 '79

REFER TO

FOR

Info	Invest	P/O	D/R	Sign	Act	File

STATE OF OREGON INTEROFFICE MEMO

TO: Mr. E. S. Hunter
Asst. State Highway Engineer

DATE: July 30, 1979

FROM: Walter J. Hart
Walter J. Hart
Bridge Engineer

SUBJECT:
Marquam Bridge Overlay

The traffic wear on the deck of the Marquam Bridge and approaches on I-5 is reaching a significant level. Consideration should be given to a major resurfacing project in the near future. The preliminary estimates for resurfacing vary from $2.5 million for asphaltic concrete to $5.1 million for a Portland cement concrete wearing surface.

The advantages of the AC overlay are lower initial cost and minimum disruption to traffic during paving. The disadvantages are shorter life span and the AC adds nothing to the structural strength of the existing deck.

The advantages of the concrete overlay are (1) a life span better than twice that of AC, and (2) it adds structural strength to the underdesigned H15 existing six inch deck. The disadvantages are higher initial cost and considerable disruption to traffic. With a concrete overlay, it would require the approach ramps to be limited to a 12- to 16-foot lane for a period of up to five consecutive days for each increment of work. With a Portland cement overlay it would be a continuous 24-hour multiple shift operation from the time of lane closure to the completion of a given increment of work.

The greatest wear occurs on the East Marquam approaches with somewhat less wear on the main span. The least wear occurs on the west approaches due to the traffic split between I-5 and I-405.

Attached is a summary sheet showing preliminary estimates for the two resurfacing systems. The estimates are broken down into North and South Bound Units for the main span and East and West Interchanges.

The I-5 TSM and the East Side Industrial Area-East Marquam Connection Projects are too far in the future to be considered in the proposed overlay. The overlay work cannot be delayed to coordinate with those projects.

The proposed overlay project should be eligible for funding as an interstate project as second stage bridge deck construction.

WJH:dh

cc D. H. Moehring
R. N. Bothman
E. L. Hardt
R. L. Schroeder

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JUL 31 '79
REFER TO
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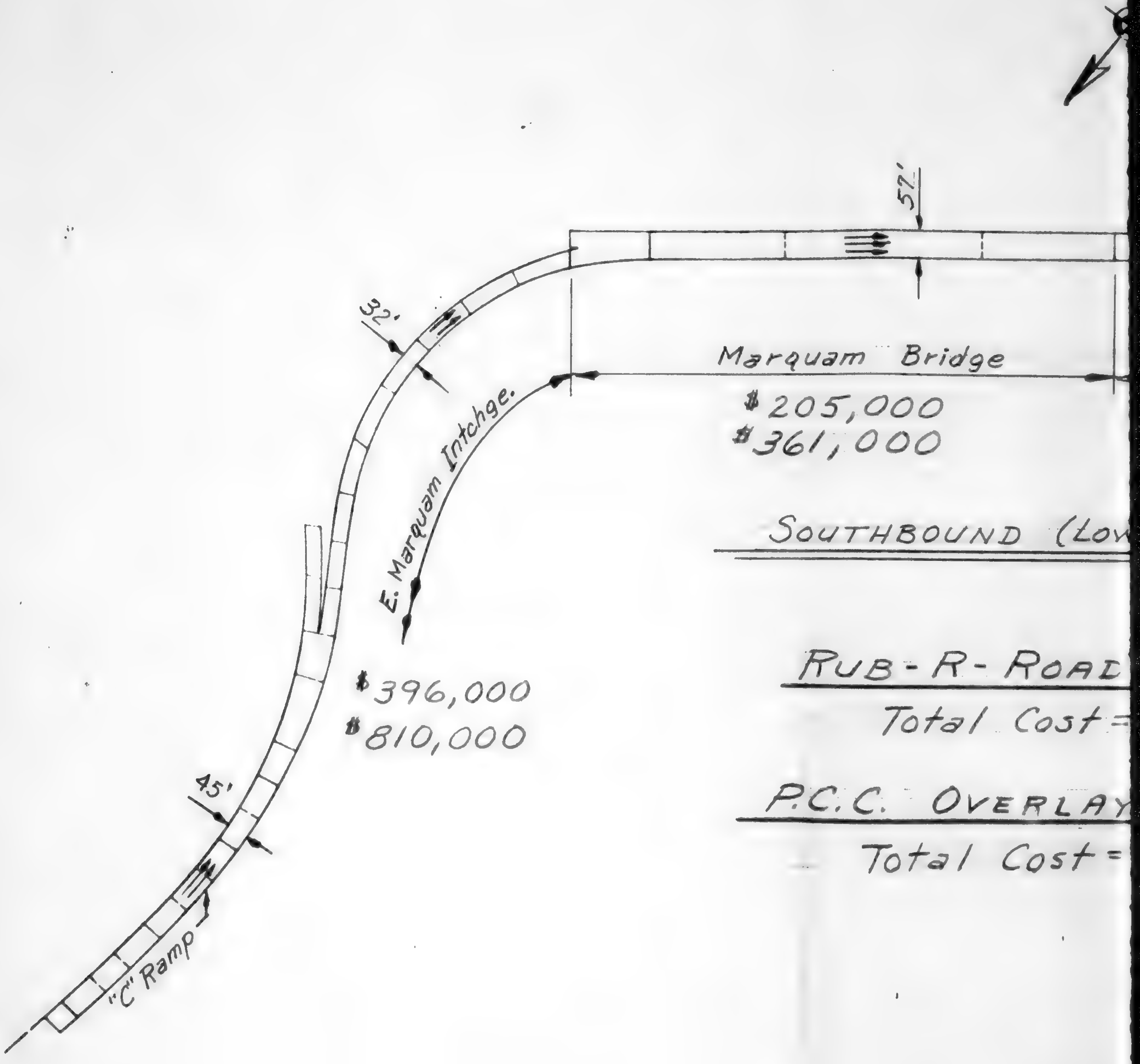
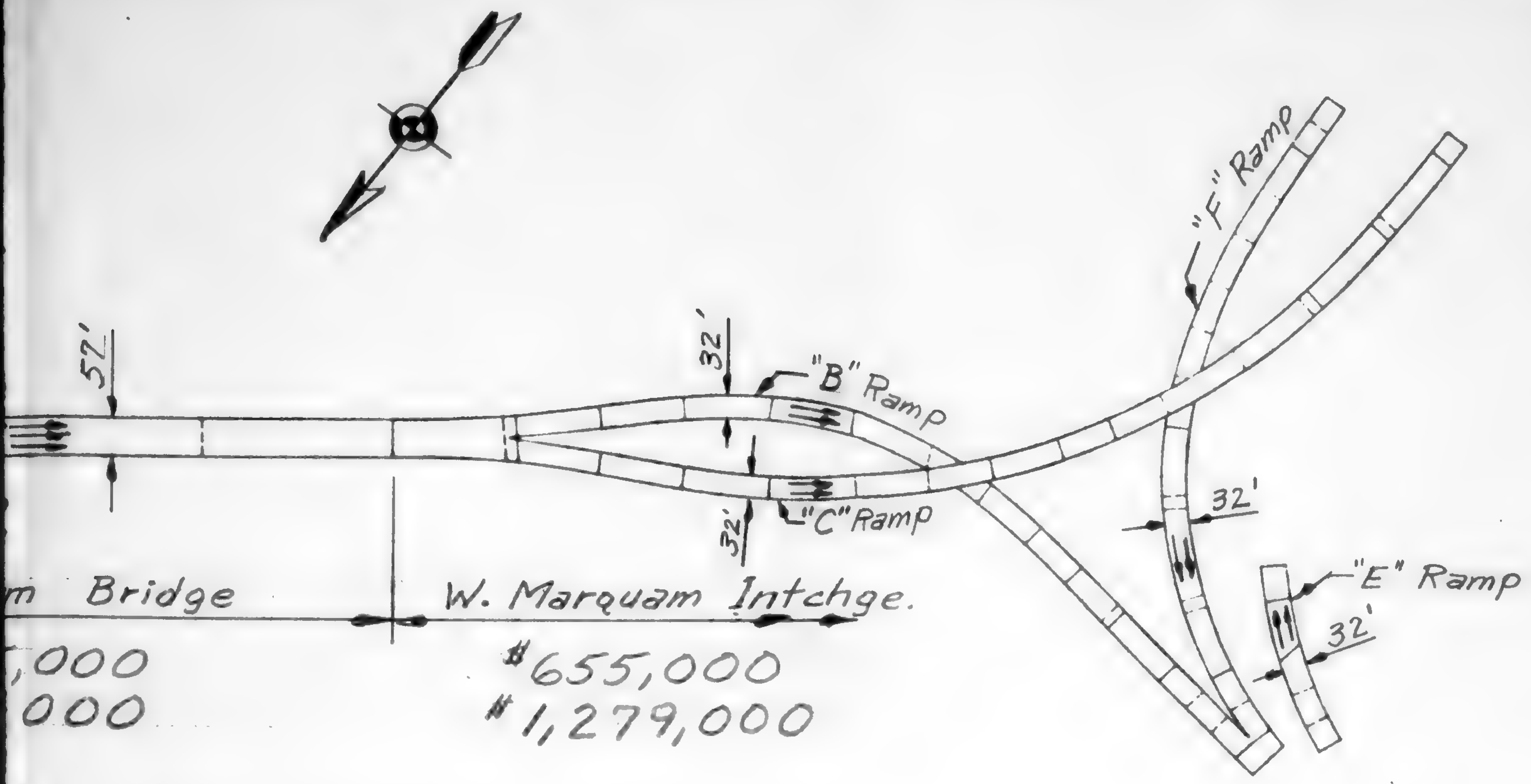
81-125-1387


57'
32'
Marquam Bridge
$205,000
$361,000
E. Marquam Intchge.
$396,000
$810,000
45'
"C" Ramp
SOUTHBOUND (LOW
RUB-R-ROAD
Total Cost =
P.C.C. OVERLAY
Total Cost =


57'
32'
"B" Ramp
"C" Ramp
32'
"F" Ramp
32'
"E" Ramp
32'
m Bridge
W. Marquam Intchge.

,000
000

$655,000
$1,279,000

THBOUND (LOWER LEVEL)

UB-R-ROAD OVERLAY

Total Cost = $1,256,000

C. OVERLAY

Total Cost = $2,450,000

APPROVED:
BRIDGE ENGINEER
DEPUTY STATE HIGHWAY ENGINEER
DESIGNED
DRAWN
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

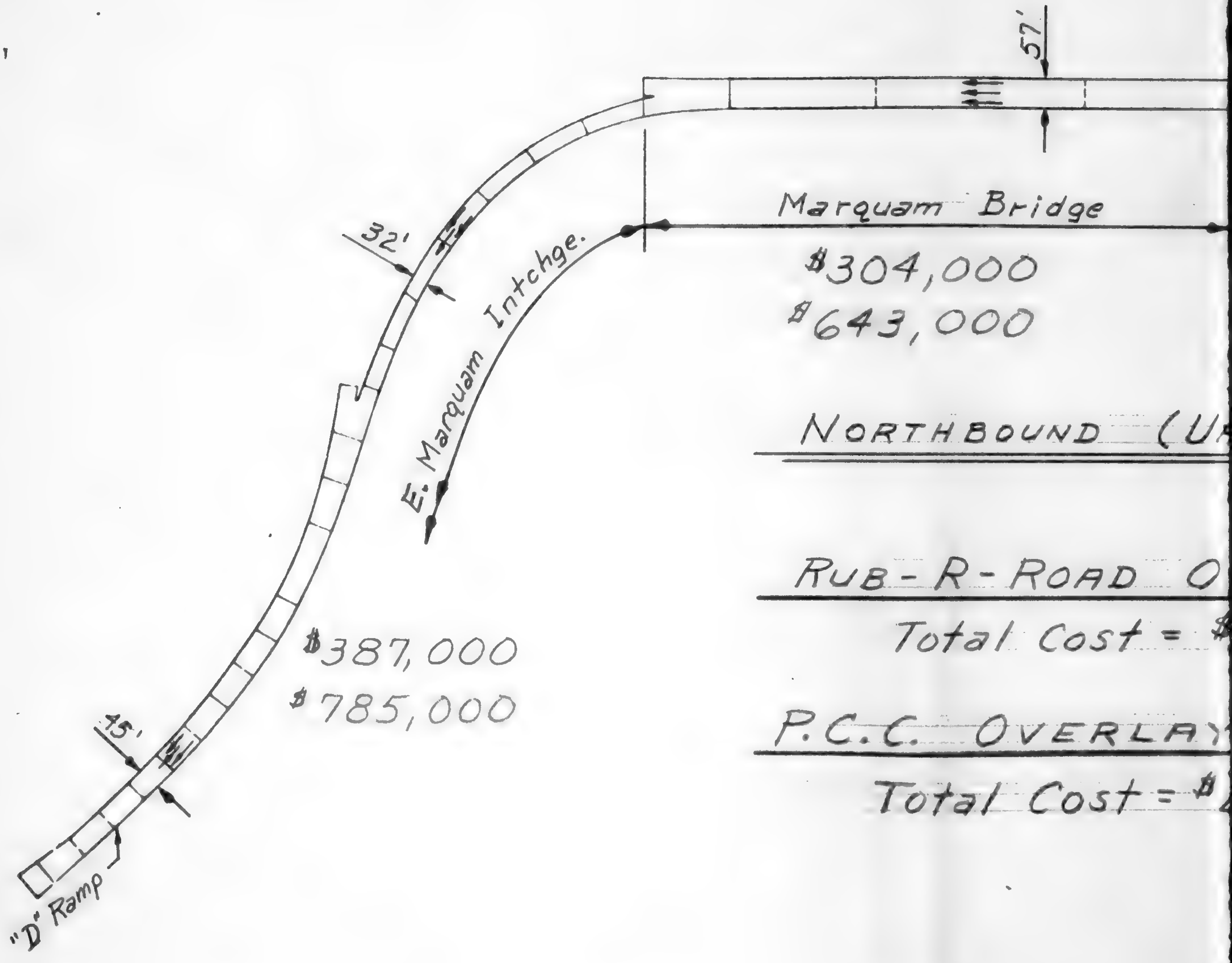
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

MARQUAM BR. & INTCHGES.
SOUTHBOUND (LOWER LEVEL)

DECK OVERLAY

ACCOMPANIED BY DWGS

DATE
BRIDGE NO
SHEET ___ OF ___
DRAWING NO.


57'
Marquam Bridge
$304,000
$643,000
32'
E. Marquam Intchge.
$387,000
$785,000
45'
"D" Ramp

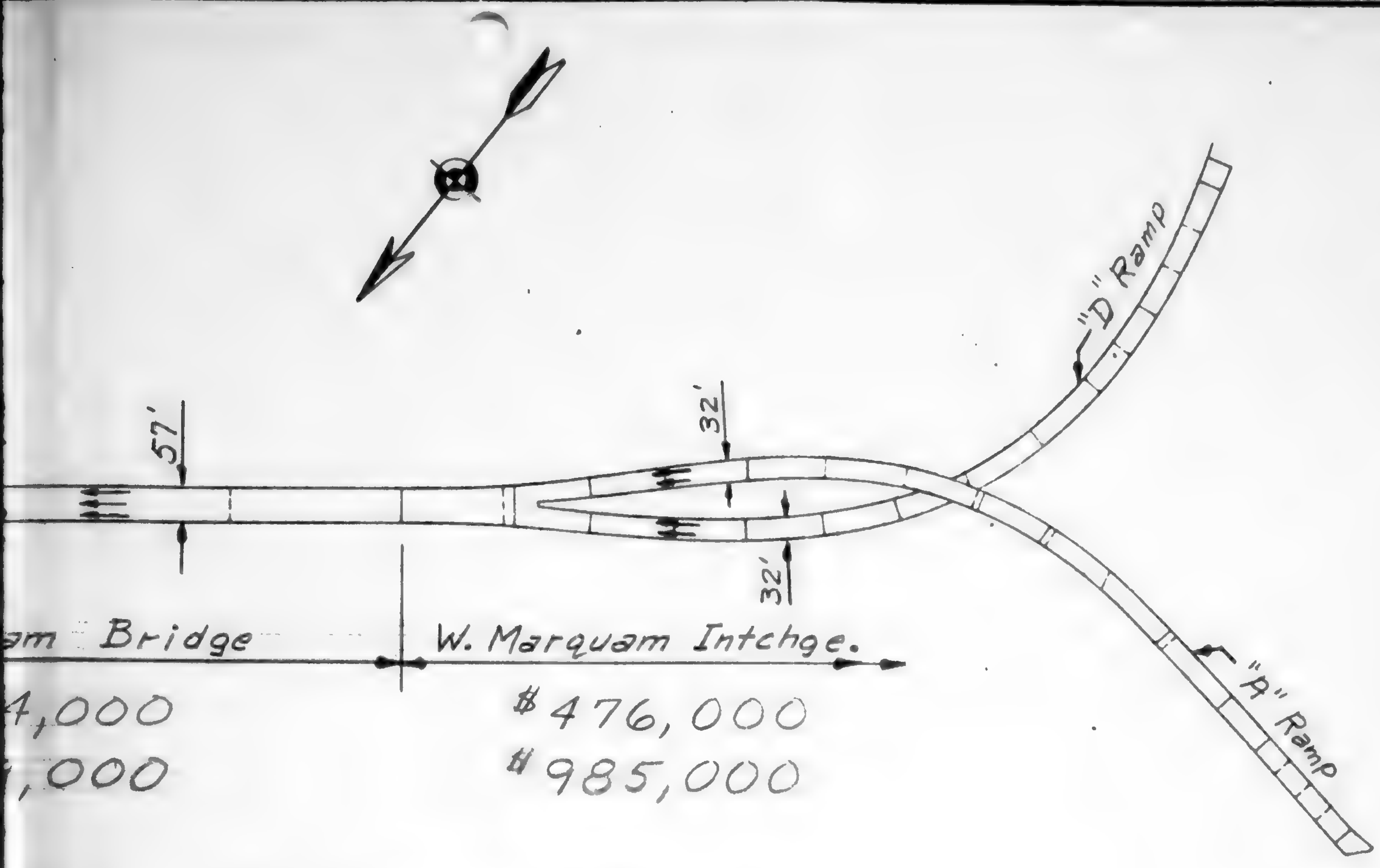
NORTHBOUND (U

RUB-R-ROAD O

Total Cost = $

P.C.C. OVERLAY

Total Cost = $



am Bridge

4,000

,000

W. Marquam Intchge.

$476,000

$985,000

THBOUND (UPPER LEVEL)

-R-ROAD OVERLAY

Total Cost = $1,167,000

OVERLAY

otal Cost = $2,413,000

APPROVED:

BRIDGE ENGINEER

DEPUTY STATE HIGHWAY ENGINEER

DESIGNED

DRAWN

CHECKED

REVIEWED

REVIEWED

CALC. BOOK

DATE	REVISION

OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

MARQUAM BR. & INTCHGES.
NORTHBOUND (UPPER LEVEL)

DECK OVERLAY

ACCOMPANIED BY DWGS.

DATE

BRIDGE NO.

SHEET ... OF ...

DRAWING NO.

1-5

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic 378-6537
DEPT TELEPHONE

TO: W. J. Hart
Structural Design Engineer

DATE: June 13, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Marquam Bridge Resurfacing Project

REFERRED TO
2 Beard WBB
Stoudenmeyer
Cole
Sample BW
1 Watson
Eriksen
Leu
Hagg
Dorn
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Anderson
3 Christenson DOV
2 Olson OEH
Sullivan
Terp'n
Wakerlig

RECEIVED
JUN 14 1979
ROAD DESIGN SECTION
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Bring / /
Action

During the resurfacing of the eastend of the Marquam Bridge traffic will be required to operate in a single lane in each direction of travel to provide sufficient work area to accomplish the resurfacing. It is our understanding that surfacing material will be used that allows traffic to resume utilization of the existing number of lanes (3 lanes northbound and 2 lanes southbound) when traffic volumes exceed the capacity of a single lane.

An analysis of hourly traffic volumes, from the Marquam Bridge traffic recorder has been conducted to determine the time periods when a single lane can adequately accommodate traffic. The capacity of a single lane through the work area is estimated at 1,400 vehicles per hour.

Attached are tabulations of hourly traffic for the months of August and September 1978. August was selected as representing peak summer traffic conditions, while September represents non-summer traffic months.

Based on hourly traffic volumes, a single lane will have sufficient capacity to accommodate traffic for seven or eight consecutive hours of travel in either direction. These hours are:

	Summer Months (June-August)	Non-Summer Months (Jan.-May & Sept.-Dec.)
Sunday night-Friday morning	11 PM-6 AM	10 PM-6 AM

It is recommended that the resurfacing work take place during weekday periods and exclude weekends when some drivers may be more prone to be under the influence which could increase the likelihood of an accident at the work area.

During the resurfacing, attention should be given to any events scheduled at the coliseum that cause southbound traffic to be higher than normal. As an example, southbound traffic leaving the coliseum after a trailblazer game has produced traffic volumes exceeding 1,600 vehicles per hour between 10 PM and 12 midnight.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer

cc: E. L. Hardt
Bill Beard
J. H. Versteeg
Tom Schwab
Attachments
JH:cs

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Traffic Section

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☐ Permanent Recorder ☒

Route or Highway No. I-5 Station No. 26-026

Location MARQUAM BRIDGE SOUTHBOUND

Week Beginning AUGUST 6, 1978

Day of Week		Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day		8/6	8/7	8/8	8/9	8/10	8/11		
Hour of Day									
A. M.	12-1	975	911	620	640	636	728		
	1-2	566	284	413	341	369	373		
	2-3	411	188	262	242	223	255		
	3-4	208	155	153	170	182	185		
	4-5	174	229	227	252	230	290		
	5-6	176	579	616	647	663	601		
	6-7	384	1881	1830	1861	1867	1779		
	7-8	658	3014	2955	2737	2800	2800		
	8-9	1048	2933	2901	2792	2708	2648		
	9-10	1516	2464	2392	2259	2377	2296		
	10-11	1996	2493	2422	[illegible]	2334	2421		
	11-12	2206	2670	2427	2368	2504	2715		
P. M.	12-1	2543	1570	2347	2246	2397	2694		
	1-2	2700	1413	2490	2451	2546	2836		
	2-3	2442	2513	2508	2563	2604	3013		
	3-4	2455	3036	2899	2773	3009	3351		
	4-5	2699	3496	3329	3182	3532	3871		
	5-6	3109	3297	3240	3330	3560	3697		
	6-7	2769	2375	2442	2680	2743	3031		
	7-8	2428	1795	1750	2102	1938	2525		
	8-9	2252	1647	1558	1607	1731	2062		
	9-10	1913	1535	1628	1674	1716	1964		
	10-11	1704	1512	1610	1595	1590	1760		
	11-12	1191	1166	1222	1325	1348	1599		
Automatic Recorder Total 24 Hours		38528	43161	44290	44551	45607	49430		
Axle Correction Factor									☒
Adjusted All Vehicle Total 24 Hr.									

REMARKS

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Traffic Section

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☐ Permanent Recorder ☒

Route or Highway No. I-5 Station No. 26-026

Location MARQUAM BRIDGE SOUTHBOUND

Week Beginning SEPTEMBER 17, 1978

Day of Week		Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day		9/17	9/18	9/19	9/20	9/21	9/22	9/23	
Hour of Day									
A. M.	12-1	854	411	453	540	499	497		
	1-2	611	176	228	225	267	312		
	2-3	384	141	187	156	196	212		
	3-4	243	125	143	164	161	191		
	4-5	197	235	221	183	217	215		
	5-6	180	529	490	528	477	550		
	6-7	796	1344	1696	1729	1635	1600		
	7-8	594	3003	2971	3065	3083	2965		
	8-9	814	2812	2383	2366	2101	2863		
	9-10	1223	2219	2205	2183	2099	2264		
	10-11	1628	2106	2081	1655	2077	2143		
	11-12	1972	2317	2194	1654	1653	2371		
P. M.	12-1	2419	2239	2124	1987	1469	2445		
	1-2	2227	[illegible]	2285	2295	2230	2213		
	2-3	2534	2530	2564	2467	2453	2836		
	3-4	2779	2977	3025	[illegible]	2916	3116		
	4-5	3121	2583	3533	3454	[illegible]	2635		
	5-6	2860	3247	3447	3302	3190	3613		
	6-7	2560	2464	2608	[illegible]	2533	[illegible]		
	7-8	2139	1734	1327	1793	[illegible]	[illegible]		
	8-9	1718	1370	1605	1493	[illegible]	[illegible]		
	9-10	1567	1363	1483	1475	[illegible]	[illegible]		
	10-11	973	1060	1232	1196	1224	[illegible]		
	11-12	[illegible]	758	370	873	720	[illegible]		
Automatic Recorder Total 24 Hours		34882	41852	42486	40879	41120	45727		
Axle Correction Factor									
Adjusted All Vehicle Total 24 Hr.									

REMARKS

STATE OF OREGON

INTEROFFICE MEMO 1-5

TO: W. J. Hart
Structural Design Engineer

DATE: December 1, 1977

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Marquam Bridge Overlay Project

1 Versteeg ✓
2 Christensen
George
3 Olson
Turpin
Sullivan
Scott
Savage

RECEIVED
DEC 02 1977
ENGINEERING SECTION

Trout copy Beard
Do Not File ☐
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Bring Up / /
Action

A project to resurface the southbound Marquam Bridge is tentatively scheduled by the Bridge Section during the summer of 1979. A consultation with you and Len Wallace was held to determine the project requirements with respect to traffic operations. You indicated that it is desirable to close the southbound Marquam Bridge for one or two weekend periods during the resurfacing work.

An analysis of weekend peak hour traffic was conducted to determine whether congested locations could be expected with southbound Marquam Bridge closed. Figure I shows the hourly distribution of southbound Marquam Bridge traffic for Saturdays and Sundays in October, 1977. A total of 2,800 vehicles during the peak hour would require diversion to other routes with southbound Marquam Bridge closed. Figure II illustrates the existing routing of southbound weekend peak hour volumes crossing the Marquam Bridge.

Three detour alternatives were studied. Alternates 1 and 2 assume southbound Marquam Bridge closed, while Alternate 3 assumed one southbound lane open on the bridge approach to accommodate traffic from the Banfield Freeway. Comments regarding each alternate follow:

Alternate 1

The weekend peak hour traffic diversion for this alternative is illustrated by Figure III. Through traffic southbound on I-5 (1400 vph) is routed via Fremont Bridge and I-405, which is the case for each alternative. Banfield to Sunset Highway traffic (500 vph) is also routed to the Fremont Bridge and I-405. Banfield to I-5 south (900 vph) is signed via Morrison Bridge and Front Avenue.

Potential congested areas are the weave section between the Banfield and Morrison Bridge. This weave section could become more critical if some of the I-5 through traffic misses the signing directing them via Fremont Bridge. Intersections where backups could occur are the Morrison Bridge loop off-ramp at Front Avenue and the left turn from Front Avenue at the Market Street ramp.

Alternate 2

Traffic diversion for this alternative is shown by Figure IV. Interstate 5 through traffic and Banfield to Sunset traffic is routed the same as Alternate 1. Banfield to I-5 south is routed via Steel Bridge and Front Avenue, thereby relieving the sensitive weave section between the Banfield and Morrison Bridges which is a concern in Alternate 1.

Intersections where congestion is likely are the Banfield off-ramp at Holladay Street and Front Avenue at the Market Street ramp. The Holladay Street intersection is especially sensitive. Backups could occur on the off-ramp interrupting the traffic movement between the Banfield and I-5 to the north. Manual traffic control by police would be advisable during Saturday and Sunday afternoons at Holladay Street.

Alternate 3

This alternate assumes one southbound lane open on the Marquam Bridge approach. This allows Banfield traffic to retain its existing travel pattern. Traffic diversion is limited to the I-5 through movement which is routed via Fremont Bridge and I-405. Alternate 3 avoids the potential congestion locations identified in Alternates 1 and 2. Figure V illustrates the weekend peak hour traffic patterns.

To enhance safety, a two-foot wide barrier is recommended to separate the single traffic lane from the work area on the Marquam approach. A thirteen foot lane plus barrier would allow a seventeen work area within the thirty-two foot approach width.

Traffic Control Estimate

Preliminary cost estimates for temporary protection, directional signing and traffic control devices are as follows:

Alternates 1 and 2 - - - - -	$400,000
Alternate 3 - - - - - - - - -	$100,000

The higher cost of Alternates 1 and 2 reflect the considerably more extensive signing changes and traffic control devices required as compared to Alternate 3. Also, because of the congested intersections expected to occur with Alternates 1 and 2, some persons will be required to monitor, control traffic, and possibly change traffic routings.

Summary

Closure of Marquam Bridge to southbound traffic (Alternates 1 and 2) will require approximately 30-35,000 vehicles each Saturday and Sunday to divert to other routes. From a traffic operations standpoint, we are certain that Alternates 1 and 2 will create driver confusion (to Banfield traffic) and will not work well at the identified locations of expected congestion. Therefore, I recommend that one lane of traffic be maintained for southbound traffic on the Marquam Bridge as shown for Alternate 3.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Traffic Engineer Supervisor

JH:rw
Attachments
cc: J. H. Versteeg
E. L. Hardt
Bill Beard

FIGURE I

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section
Traffic Section

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☐ Permanent Recorder ☒

Route or Highway No. I-5 Station No. 26-026

Location MARQUAM BRIDGE SOUTHBOUND

Week Beginning October 1977

Day of Week		Sun.	SUN ~~Mon.~~	SUN ~~Tues.~~	~~Wed.~~	~~Thur.~~	SAT ~~Fri.~~	Sat.	Total
Day		16	23	30			22	29	
Hour of Day									
A. M.	12-1	711	767	846			760	803	
	1-2	521	470	590			505	516	
	2-3	310	319	392			375	331	
	3-4	169	191	242			224	206	
	4-5	146	144	160			202	175	
	5-6	151	154	132			359	279	
	6-7	275	282	157			539	478	
	7-8	564	465	289			981	832	
	8-9	722	696	485			1445	1337	
	9-10	1100	1103	776			1946	1702	
	10-11	1495	1396	1219			2082	2008	
	11-12	1693	1782	1397			2326	2316	
P. M.	12-1	2246	2405	1674			2623	2509	
	1-2	2281	2325	2160			2360	2332	
	2-3	2446	2518	2182			2356	2140	
	3-4	2439	2496	2309			2371	2343	
	4-5	2830	2623	2632			2649	2167	
	5-6	2816	2650	2559			2475	2202	
	6-7	2546	2421	2364			2075	1967	
	7-8	2206	2101	2207			1816	1787	
	8-9	1811	1636	1702			1344	1362	
	9-10	1393	1439	1463			1201	1142	
	10-11	1141	1005	1284			1205	1214	
	11-12	757	759	731			1297	1084	
Automatic Recorder Total 24 Hours		32763	32147	30152			35516	33253	
Axle Correction Factor									
Adjusted All Vehicle Total 24 Hr.									

REMARKS

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1983 S. Banfield-SE Washington 9621
St. Sec., East Portland Fwy.
(gr, pav, str, sign, ill, sig) #2

9621 m

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-136		State OREGON
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County MULTNOMAH
MODIFICATION NUMBER 6	1-29-90	Project Number I-IR-205-7(86)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 17, 19 83, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 12,934,854.00	$ 12,911,354.00	
Federal funds	$ 11,758,708.00	$ 11,758,708.00	(042)
Other revisions	169,812.00	148,140.00	(044)

This modification is made for the following reasons: To deobligate Appn Code 044 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29TH day of JAN, 19 '90.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
for MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 21, 1989

FEDERAL AID PROJECT NO. I-IR-205-7(86)

S. BANFIELD INTCHGE.-S.E. WASHINGTON ST.
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE YOO8
ROADWAY RAMPS

Total from previous estimate of February 17, 1989	$	8,074,344.00

TYPE CODE YO3O
ILLUMINATION

Total from previous estimate of February 17, 1989	$	445,275.00

TYPE CODE YO31
TRAFFIC SIGNALS

Total from previous estimate of February 17, 1989	$	120,206.00

TYPE CODE X181, X281
STRUCTURES, BRIDGE NO. 13516C, 13516D, 13415F, 13516G

Total from previous estimate of February 17, 1989	$	4,110,891.00

TYPE CODE SFTY
PEDESTRIAN/BIKEPATH

Subtotal from previous estimate of February 17, 1989	$	160,120.00
Decrease in construction costs		20,434.00
Subtotal	$	139,686.00
Engineering		20,952.00
Total	$	160,638.00

TYPE CODE YOO8
ROADBED LRT

Total from previous estimate of February 17, 1989 $ 1,726,242.00

TYPE CODE X681
STRUCTURES, BRIDGE NO. 13516J, 16544

Total from previous estimate of February 17, 1989 $ 3,295,912.00

22

SUMMARY OF FUNDS (92.21%)

DESCRIPTION	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	TRI-MET FUNDS
HIGHWAY RELATED WORK (92.22%)					
Roadway	042	$ 8,074,344.00	$ 7,446,160.00	$ 628,184.00	$ ---------
Illumination	042	445,275.00	410,632.00	34,643.00	---------
Signals	042	120,206.00	110,853.00	9,353.00	---------
Structures	042	4,110,891.00	3,791,063.00	319,828.00	---------
Pedestrian/ Bikepath	044	160,638.00	148,140.00	12,498.00	---------
SUBTOTAL		$12,911,354.00	$ 11,906,848.00	$ 1,004,506.00	$ ---------
UMTA RELATED WORK (85%)					
Roadbed	UMTA	$ 1,726,242.00	$ 1,467,305.00	$ ---------	$ 258,937.0
Structures	UMTA	3,295,912.00	2,801,525.00	---------	494,387.0
SUBTOTAL		$ 5,022,154.00	$ 4,268,830.00	$ ---------	$ 753,324.0
TOTAL COST		$17,933,508.00	$ 16,175,678.00	$ 1,004,506.00	$ 753,324.0

CONTRACT NO. 9621
E.A. NO. C09621

DCN:bkw

9621 J

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-123		State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 5		Project Number I-IR-205-7(86)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2-24-89

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 17, 1983, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 13,497,447.00	$ 12,934,854.00	
Federal funds	$ 12,277,531.00	$ 11,758,708.00	(042)
	169,812.00	169,812.00	(044)
Other revisions			

This modification is made for the following reasons: To deobligate Appn Code 042 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of FEB, 19 '89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph N. Speight for

MANAGER, PROGRAM SECTION
(Title)

XXBy FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon February 17, 1989

Federal-Aid Project No. I-205-7(86)

S. Banfield Intchge.-S.E. Washington St.
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway Ramps

Subtotal from estimate of June 10, 1987	All Required	$ 7,787,183.00
	Decrease in Construction Cost	(562,593.00)
	Subtotal	$ 7,224,590.00
	Engineering	849,754.00
	Total	$ 8,074,344.00

Type Code Y030
Illumination

Total from previous estimate of June 10, 1987	$ 445,275.00

Type Code Y031
Traffic Signals

Total from previous estimate of June 10, 1987	$ 120,206.00

Type Code X181; X281
Structures, Bridge No. 13516C, 13516D, 13415F, 13516G

Total from previous estimate of June 10, 1987	$4,110,891.00

Type Code SFTY
Pedestrian/Bikepath

Total from previous estimate of June 10, 1987	$ 184,138.00

Type Code Y008
Roadbed LRT

Total from previous estimate of June 10, 1987	$1,726,242.00

Type Code X681
Structures, Bridge No. 13516J, 16544

Total from previous estimate of June 10, 1987 $3,295,912.00

SUMMARY OF FUNDS

DESCRIPTION	SUB. JOB	APPN CODE	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	TRI-MET FUNDS
HIGHWAY RELATED WORK (92.22%):						
Roadway	011	042	$ 8,074,344.00	$ 7,446,160.00	$ 628,184.00	$ ---
Illumination	011	042	445,275.00	410,632.00	34,643.00	---
Signals	011	042	120,206.00	110,853.00	9,353.00	---
Structures	011	042	4,110,891.00	3,791,063.00	319,828.00	---
Pedestrian/ Bikepath	082	044	184,138.00	169,812.00	14,326.00	---
SUBTOTAL			$12,934,854.00	$11,928,520.00	$ 1,006,334.00	$ ---
UMTA RELATED WORK (85%):						
Roadbed	021	UMTA	$ 1,726,242.00	$ 1,467,305.00	$ ---	$ 258,937.00
Structures	021	UMTA	3,295,912.00	2,801,525.00	---	494,387.00
SUBTOTAL			$ 5,022,154.00	$ 4,268,830.00	$ ---	$ 753,324.00
TOTAL COST			$17,957,008.00	$16,197,350.00	$ 1,006,334.00	$ 753,324.00

Sub. Job 010 = 0%; Sub. Job 011 = 72%; Sub. Job 020 = 0%; Sub. Job 021 = 28%
Contract No. 9621
Prefix: C626-1909 (P.E.)
C09621

*044 Monies to be Coded 082 for Accounting Purposes

DCN:bkw

9621

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved: OMB No. 2125-0529 Exp. Date 8/31/85
MONTHLY TRANSACTION NUMBER 6-160		State OREGON
PROJECT REPORT NUMBER		County MULTNOMAH
MODIFICATION NUMBER 4	6-13-87	Project Number I-IR-205-7(86)311

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 17, 1983, is hereby modified as follows:

	Former amount	Revised amount	
Estimated total cost of project	$ 12,886,643	$ 13,497,447	
Federal funds	$ 11,714,247	12,277,531 ~~$ 12,447,343~~	(042)
Other revisions	169,812	169,812	(044)

This modification is made for the following reasons: To include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of JUN, 19 87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

BX FOR: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

★ U.S. GOVERNMENT PRINTING OFFICE: 1986 -491-818/46134

Oregon State Highway Division
Salem, Oregon June 10, 1987

Federal-Aid Project No. I-IR-205-7(86)311

S. Banfield Interchange-S.E. Washington Street Section
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway Ramps

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Barricades	Each	$150.00	10	$ 1,500.00	12	$ 1,800.00
Embankment in Place	Cu. Yd.	2.20	160,875	353,925.00	230,990	508,178.00
Furnish & Place Topsoil	Cu. Yd.	3.60	6,445	23,202.00	7,682.23	27,656.06
Watering	M-Gal.	10.00	400	4,000.00	1,166.60	11,666.00
1"-0 Aggregate Base	Ton	8.00	2,700	21,600.00	4,043.50	32,348.00
Treated Base Mixture	Ton	10.00	41,600	416,000.00	48,727.50	487,275.00
Cement in Treated Base Mixture	Ton	65.00	2,300	149,500.00	2,394.12	155,618.00
Class "B" Asphalt Concrete Mixture	Ton	16.00	16,400	262,400.00	23,722.13	379,554.00
Asphalt Cement in Mixture	Ton	165.00	925	152,625.00	1,423.68	234,908.00
Cont. Reinforced Mixture	Sq.Yd.	23.00	49,000	1,127,000.00	53,206.00	1,223,738.00
Cont. Reinforced Concrete Pvmt. 11" Thick	Sq.Yd.	25.00	17,800	445,000.00	18,722.00	468,050.00
Reinforced Concrete Pvmt. 10" Thick	Sq.Yd.	30.00	1,000	30,000.00	1,045.00	31,350.00
12-inch Sewer Pipe	Lin.Ft.	12.00	6,615	79,380.00	7,012.00	84,144.00
15-inch Sewer Pipe	Lin.Ft.	24.00	2,965	71,160.00	3,479.50	83,508.00

21-inch Sewer Pipe	Lin.Ft.	22.00	765	16,830.00	866.36	19,060.00
66-inch Sewer Pipe	Lin.Ft.	106.00	1,110.00	184,260.00	1,145.50	190,153.00
Concrete Manholes 10 to 20 feet deep	Each	1,200.00	2	2,400.00	7.00	8,400.00
Concrete Manholes over 20 feet deep	Each	1,700.00	1	1,700.00	3.00	5,100.00
Concrete Inlets, Type G-1	Each	390.00	73	28,470.00	75.00	29,250.00
			$3,370,952.00			$3,981,756.00

Subtotal on Estimate of January 14, 1986	$8,026,133.00
Subtotal Increase	610,804.00
Total	$8,636,937.00

Type Code Y030
Illumination

Total as on Estimate of June 14, 1983	$ 445,275.00

Type Code Y031
Traffic Signals

Total as on Estimate of June 14, 1983	$ 120,206.00

Type Code X181; X281
Structures, Bridge No. 13516C, 13516D, 13415F, 13516G

Total as on Estimate of June 14, 1983	$4,110,891.00

Type Code SFTY
Pedestrian/Bikepath

Construct Bent 3 Footing Br. No. 16715	$ 26,815.00
Construct Bike Path (F.A. #7)	133,305.80
	$ 160,120.80
SUBTOTAL	$ 160,120.00
Engineering	24,018.00
TOTAL	$ 184,138.00

Type Code Y008
Roadbed LRT

Total as on Estimate of June 14, 1983	$1,726,242.00

Type Code X681
Structure Bridge No. 13516J; 16544

Total as on Estimate of June 14, 1983 $3,295,912.00

ORIGINAL ORIGINAL REVISED REVISED

$133,000.00

SUMMARY OF FUNDS

Description	Sub Job	Appn Code	Total Cost	Federal Funds	State Funds	Tri-Met Funds
Highway Related Work (92.22%):						
Roadway	011	042	$ 8,636,937.00	$ 7,964,983.00	$ 671,954.00	$ ---
Illumination	011	042	445,275.00	410,632.00	34,643.00	---
Signals	011	042	120,206.00	110,853.00	9,353.00	---
Structures	011	042	4,110,891.00	3,791,063.00	319,828.00	---
Pedestrian/ Bikepath*	082	044	184,138.00	169,812.00	14,326.00	
SUBTOTAL			$13,497,447.00	$12,447,343.00	$1,050,104.00	$ ---
UMTA Related Work (85%):						
Roadbed	021	UMTA	$ 1,726.242.00	$ 1,467,305.00	$ ---	$258,937.00
Structures			3,295,912.00	2,801,525.00	---	494,387.00
SUBTOTAL			$ 5,022,154.00	$ 4,268,830.00	$ ---	$753,324.00
TOTAL COST			$18,519,601.00	$16,716.173.00	$1,050,104.00	$753,324.00

SubJob 010: 0%; SubJob 011: 71%; SubJob 020: 0%; SubJob 021: 29%
Contract No. C626-1909
Prefix: C626-1909 (P.E.)
Prefix: C09621

* 044 Monies to be coded 082 for Accounting purposes

DDB:pf

9621

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 1-155	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 3	1-27-86	Project Number I-IR-205-7(86)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 17, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,832,505	$ 12,886,643
	11,714,247	11,714,247 (042)
Federal funds	$ 119,886	$ 169,812 (044)
Other revisions		

This modification is made for the following reasons: to include increase in construction costs and construction engineering costs for additional work under type code SFTY.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29TH day of JAN, 19 86.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Gen Files

Oregon State Highway Division
Salem, Oregon January 14, 1986

Federal-Aid Project No. I-IR-205-7(86)

S. Banfield Interchange-S.E. Washington St.
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code Y008
Roadway Ramps

Total as on estimate of Nov. 28, 1985	$ 8,026,133.00

Type Code Y030
Illumination

Total as on estimate of June 14, 1983	$ 445,275.00

Type Code Y031
Traffic Signals

Total as on estimate of June 14, 1983	$ 120,206.00

Type Code X181; X281
Structures, Bridge No. 13516C, 13516D, 13415F, 13516G

Total as on estimate of June 14, 1983	$ 4,110,891.00

Type Code SFTY
Pedestrian/Bikepath

Construct Bent 3 Footing Br. No. 16715	$ 26,815.00
Construct Bike Path (F.A. #7)	133,305.80
	$ 160,120.80

Subtotal	$ 160,120.00
Engineering	24,018.00
Total	$ 184,138.00

Type Code Y008
Roadbed LRT

Total as on estimate of June 14, 1983 $ 1,726,242.00

Type Code X681
Structure Bridge No. 13516J; 16544

Total as on estimate of June 14, 1983 $ 3,295,912.00

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	Tri-Met Funds
Highway Related Work (92.22%):						
Roadway	011	042	$8,026,133.00	$7,401,699.00	$ 624,434.00	$ ---
Illum.	011	042	445,275.00	410,632.00	34,643.00	---
Signals	011	042	120,206.00	110,853.00	9,353.00	---
Structures	011	042	4,110,891.00	3,791,063.00	319,828.00	---
Pedestrian/ Bikepath*	082	044	184,138.00	169,812.00	14,326.00	
Subtotal			$12,886,643.00	$11,884,059.00	$1,002,584.00	$ ---
UMTA Related Work (85%):						
Roadbed	021	UMTA	1,726,242.00	1,467,305.00	---	258,937.00
Structures	021	UMTA	3,295,912.00	2,801,525.00		494,387.00
Subtotal			$ 5,022,154.00	$ 4,268,830.00	$1,002,584.00	$ 753,324.00
TOTAL COST			$17,908,797.00	$16,152,889.00	$1,002,584.00	$ 753,324.00

Group 1: 71%; Group 2: 29%
Contract No. 9621
Prefix: 626-1909
Prefix: C09621
F 03372 011
F 03373 021
F 03374 031
F 03375 081

*044 monies to be coded 082 for accounting purposes
RLC:bkb

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved: O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-169		State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 2	12-23-85	Project Number I-IR-205-7(86)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 17, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,702,505	$ 12,832,505
Federal funds	$ 11,714,247	$ 11,714,247 (042) 119,886 (044)
Other revisions		

This modification is made for the following reasons:

To include increase in construction costs and construction engineering costs for additional work under type code SFTY.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of DEC, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A

Previous editions are obsolete

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OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 18, 1985

FEDERAL AID PROJECT NO. I-IR-205-7(86)

S. Banfield Interchange-S.E. Washington St.
East Portland Freeway
Multnomah County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
Roadway Ramps

Total as on Estimate of November 28, 1985 $8,026,133.00

TYPE CODE Y030
Illumination

Total as on estimate of June 14, 1983 $ 445,275.00

TYPE CODE Y031
Traffic Signals

Total as on Estimate of June 14, 1983 $ 120,206.00

TYPE CODE X181; X281
Structures, Bridge No. 13516C, 13516D, 13415F, 13516G

Total as on Estimate of June 14, 1983 $4,110,891.00

TYPE CODE SFTY
Pedestrian/Bikepath

Construct Bent 3 Footing Br. No. 16715	$ 26,815.00	
Construct Bike Path (F.A. #7)	97,002.72	
	$ 123,817.72	
Subtotal		$ 123,817.72
Engineering		6,182.28
Total		$ 130,000.00

TYPE CODE Y008
Roadbed LRT

Total as on Estimate of June 14, 1983 $1,726,242.00

Type Code X681
Structure Bridge No. 13516J; 16544

Total as on Estimate of June 14, 1983 $3,295,912.00

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	Tri-Met Funds
Highway Related Work (92.22%):						
Roadway	011	042	$ 8,026,133.00	$ 7,401,699.00	$624,434.00	$ ---
Illumination	011	042	445,275.00	410,632.00	34,643.00	---
Signals	011	042	120,206.00	110,853.00	9,353.00	---
Structures	011	042	4,110,891.00	3,791,063.00	319,828.00	---
Pedestiran/ Bikepath*	081	044	130,000.00	119,886.00	10,114.00	
SUBTOTAL			$12,832,505.00	$11,834,133.00	$998,372.00	$ ---
UMTA Related Work (85%):						
Roadbed	021	UMTA	$ 1,726,242.00	$ 1,467,305.00	$ ---	$258,937.00
Structures	021	UMTA	3,295,912.00	2,801,525.00	---	494,387.00
SUBTOTAL			$ 5,022,154.00	$ 4,268,830.00	$ ---	$753,324.00
TOTAL COST			$17,854,659.00	$16,102,963.00	$998,372.00	$753,324.00

Group 1: 71%; Group 2: 29%
Contract No. 9621
Prefix: 626-1909
Prefix: C09621
F 03372 011
F 03373 021
F 03374 031
F03375 081

*044 monies to be coded 081 for accounting purposes

RLC:me

9621 STATE [illegible] N

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-96		State Oregon
PROJECT REPORT NUMBER		County Multnomah
MODIFICATION NUMBER 1		Project Number I-205-7(86)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 17, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 12,324,159.00	$ 12,702,505.00
Federal funds	$ 11,365,337.00	$ 11,714,247.00
Other revisions		

This modification is made for the following reasons: to include increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12TH day of DEC, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

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OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 29, 1985

FEDERAL AID PROJECT NO. I-205-7(86)

S. BANFIELD INTCHGE.-S.E. WASHINGTON ST.
EAST PORTLAND FREEWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
ROADWAY RAMPS

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Embankment in Place	$ 22.00	160,875	$353,925.00	225,600	$ 496,320.00
Treated Base Mixture	10.00	41,600	416,000.00	48,703	487,030.00
Class B Asphalt Concrete	16.00	164 00	262,400.00	23,356	373,696.00
Asphalt Cement in Mixture	165.00	9 25	152,625.00	1,250	206,250.00
					$1,563,296.00

Increase	$ 378,346.0
Subtotal from estimate of June 14, 1983	6,798,033.0
Subtotal	$7,176,379.0
Engineering	849,754.0
Total	$8,026,133.0

TYPE CODE Y030
ILLUMINATION

Total as on estimate of June 14, 1983	$ 445,275.0

TYPE CODE Y031
TRAFFIC SIGNALS

Total as on estimate of June 14, 1983 $ 120,206.00

TYPE CODE X181; X281
STRUCTURES, BRIDGE NO. 13516C; 13516D; 13516F; 13516G

Total as on estimate of June 14, 1983 $4,110,891.00

TYPE CODE Y008
ROADBED LRT

Total as on estimate of June 14, 1983 $1,726,242.00

TYPE CODE X681
STRUCTURE BRIDGE NO. 13516J; 16544

Total as on estimate of June 14, 1983 $3,295,912.00

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	Tri-Met Funds
Highway Related Work (92.22%):						
Roadway	1	042	$8,026,133.00	$ 7,401,699.00	$ 624,434.00	$ ---
Illumination	1	042	445,275.00	410,632.00	34,643.00	---
Signals	1	042	120,206.00	110,853.00	9,353.00	---
Structures	1	042	4,110,891.00	3,791,063.00	319,828.00	---
Subtotal			$12,702,505.00	$11,714,247.00	$ 988,258.00	$ ---
UMTA Related Work (85%):						
Roadbed	2	UMTA	1,726,242.00	1,467,305.00	---	258,937.00
Structures	2	UMTA	3,295,912.00	2,801,525.00	---	494,387.00
Subtotal			$ 5,022,154.00	$ 4,268,830.00	$ ---	$ 753,324.00
TOTAL COST			$17,724,659.00	$15,983,077.00	$ 988,258.00	$ 753,324.00

Group 1: 71%; Group 2: 29%
Contract No. 9621
Prefix: 626-1909
Prefix: C09621
RLC:bkb

9/21.

STATE COPY

OMB No. 04-R2089

8

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-106	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Multnomah Project No. I-205-7(86)311

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, Jct. of I-84/US 30 (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	3-9-83	0.0

ESTIMATED TOTAL COST OF PROJECT	FUNDS PRO RATA % FEDERAL FUNDS
$ 17,346,313.00 12,324,159	$ 15,634,167.00 11,365,337.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Harry A. Potter
Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

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Eugene, Oregon 97402
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RETAKE

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-106	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	OMB No. 04-R2089 State Oregon County Multnomah Project No. I-205-7(86)311

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205, Jct. of I-84/US 30 (Portland)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	3-9-83	0.0

ESTIMATED TOTAL COST OF PROJECT	FUNDS PRO RATA % FEDERAL FUNDS
$ 17,346,313.00 12,324,159	$ 15,634,167.00 11,365,337 00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Harry G. Potter
Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

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Eugene, Oregon 97402
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END

OF

RETAKE

Gen File

Oregon State Highway Division
Salem, Oregon June 14, 1983

Federal-Aid Project
No. I-205-7(86)311

S. Banfield Interchange-S.E. Washington Street Section
East Portland Freeway
Multnomah County

PROJECT AGREEMENT ESTIMATE

Highway Funding
Type Code Y008
Roadway Ramps

Mobilization	46%	All Required		690,~~560~~,000.00
Temporary Protection and Direction of Traffic	46%	All Required		32,200.00
Temporary Signs	758	Sq. Ft.	20.00	15,160.00
Temporary Barricades	30	Each	150.00	4,500.00
Temporary Guard Rail, Type 1	38	Lin. Ft.	15.00	570.00
Temporary Concrete Barriers, Reflectorized	9,725	Lin. Ft.	10.00	97,250.00
Moving Temporary Concrete Barriers	6,050	Lin. Ft.	4.00	24,200.00
Temporary Plastic Safety Markers	70	Each	50.00	3,500.00
Oversize Advance Construction Signs	1	Each	3,000.00	3,000.00
Sequential Arrow Signs	5	Each	4,500.00	22,500.00
Portable Changeable Message Signs	2	Each	20,000.00	40,000.00
Temporary Illumination	80%	All Required		40,000.00
Flagmen	2,100	Hour	9.00	18,900.00
Removal of Structures and Obstructions	90%	All Required		90,000.00
Embankment in Place	160,875	Cu. Yd.	2.20	353,925.00
Trench Excavation	22,200	Cu. Yd.	8.00	177,600.00
Special Backfill Material	3,400	Cu. Yd.	7.00	23,800.00
Finishing Roadbed and Slopes	100%	All Required		50,000.00
Furnishing and Placing Topsoil	6,445	Cu. Yd.	3.60	23,202.00
Watering	400	M-Gal.	10.00	4,000.00
1"-0 Aggregate Base	2,700	Ton	8.00	21,600.00
Reconditioning Old Roadbed	100%	All Required		15,000.00
Treated Base Mixture	41,600	Ton	10.00	416,000.00
Cement in Treated Base	2,300	Ton	65.00	149,500.00

Class "B" Asphalt Concrete Mixture	16,400	Ton	16.00	262,400.00
Asphalt Cement in Mixture	925	Ton	165.00	152,625.00
Asphalt in Tack Coat	50	Ton	270.00	13,500.00
Continuously Reinforced Concrete Pavement, 10" Thick	49,000	Sq. Yd.	23.00	1,127,000.00
Continuously Reinforced Concrete Pavement, 11" Thick	17,800	Sq. Yd.	25.00	445,000.00
Reinforced Concrete Pavement, 10" Thick	1,000	Sq. Yd.	30.00	30,000.00
Pavement Terminal Anchors	558	Lin. Ft.	100.00	55,800.00
Terminal Expansion Joints	241	Lin. Ft.	120.00	28,920.00
8-inch Culvert Pipe	305	Lin. ft.	6.00	1,830.00
18-inch Culvert Pipe	84	Lin. Ft.	15.00	1,260.00
12-inch Sewer Pipe	6,615	Lin. Ft.	12.00	79,380.00
15-inch Sewer Pipe	2,965	Lin. Ft.	24.00	71,160.00
18-inch Sewer Pipe	849	Lin. Ft.	25.00	21,225.00
21-inch Sewer Pipe	765	Lin. Ft.	22.00	16,830.00
24-inch Sewer Pipe	430	Lin. Ft.	27.00	11,610.00
30-inch Sewer Pipe	380	Lin. Ft.	33.00	12,540.00
60-inch Sewer Pipe	192	Lin. Ft.	440.00	84,480.00
66-inch Sewer Pipe	1,110	Lin. Ft.	166.00	184,260.00
8-inch Pressure Sewer Pipe	1,850	Lin. Ft.	12.00	22,200.00
Extra for Pipe Under Pavement	1,655	Lin. Ft.	15.00	24,825.00
Bedding Material	165	Cu. Yd.	14.00	2,310.00
Concrete Manholes, 10 Feet or Less Deep	33	Each	1,000.00	33,000.00
Concrete Manholes, 10 to 20 Feet Deep	2	Each	1,200.00	2,400.00
Concrete Manholes, Over 20 Feet Deep	1	Each	1,700.00	1,700.00
Drop Manholes, 14 to 30 Feet Deep	3	Each	3,800.00	11,400.00
Drop Manholes, Over 30 Feet Deep	2	Each	5,500.00	11,000.00
Concrete Inlets, Type G-1	73	Each	390.00	28,470.00
Concrete Inlets, Type G-1 (Stage B)	70	Each	240.00	16,800.00
Concrete Inlets, Type G-1 Modified	16	Each	390.00	6,240.00
Concrete Inlets, Type G-2	25	Each	390.00	9,750.00
Concrete Inlets, Type G-2MA	2	Each	390.00	780.00
Concrete Inlets, Type B	9	Each	390.00	3,510.00
Gravel Sumps	5	Each	900.00	4,500.00
3-inch Polyethylene Drain Pipe	24	Lin. Ft.	6.00	144.00
8-inch Drain Pipe	1,900	Lin. Ft.	2.50	4,750.00
Filter Fabric	2,800	Sq. Yd	0.60	1,680.00

Gravel in Drains	700	Cu. Yd.	12.00	8,400.00
Guard Rail, Type 2A	1,225	Lin. Ft.	10.40	12,740.00
Guard Rail, Type 3	100	Lin. Ft.	21.00	2,100.00
Guard Rail Anchors, Type 1	4	Each	350.00	1,400.00
Extra for Guard Rail Bridge Connections	4	Each	330.00	1,320.00
Rail End Pieces, Type C	4	Each	90.00	360.00
LC-6R Chain Link Fence	640	Lin. Ft.	8.50	5,440.00
Concrete Walks	800	Sq. Yd.	11.50	9,200.00
Concrete Driveways	200	Sq. Yd.	14.50	2,900.00
4-inch Concrete Surfacing	3,000	Sq. Yd.	11.50	34,500.00
Concrete Curbs, Type B-1	5,800	Lin. Ft.	2.65	15,370.00
Concrete Curbs, Type B-1 Modified	24,300	Lin. Ft.	3.00	72,900.00
Concrete Curbs, Type C	3,600	Lin. Ft.	3.05	10,980.00
Concrete Curbs, Type G-1 Modified	120	Lin. ft.	3.50	420.00
Extra for Asphalt Approaches	2	Each	250.00	500.00
Concrete Barrier, Standard	9,350	Lin. Ft.	13.50	126,225.00
Concrete Barrier, Nonstandard	1,650	Lin. Ft.	20.00	33,000.00
Temporary Concrete Barrier	950	Lin. Ft.	10.00	9,500.00
Drainage Curbs	800	Lin. Ft.	2.25	1,800.00
Delineators, Type 2	88	Each	18.00	1,584.00
Delineators, Type 3	90	Each	21.00	1,890.00
Delineators, Type 4	5	Each	8.00	40.00
24-inch Plastic Glare Shield Blades	1,700	Each	12.00	20,400.00
Reflectors	210	Each	5.50	1,155.00
Capping Inlets	2	Each	225.00	450.00
Mono-Directional Crystal Type I Markers	220	Each	3.75	825.00
White Type II Markers	880	Each	2.25	1,980.00
Roadside Seeding and Mulching	20	Acre	450.00	9,000.00

RETAINING WALLS

Retaining Wall No. 3	100%	All Required		110,000.00
Retaining Wall No. 4	100%	All Required		90,000.00

Walls 5 through 21, 25 and 26

Shoring, Cribbing, etc. for walls	70%	All Required		19,600.00
Structure Excavation for Walls	5,610	Cu. Yd.	4.00	22,440.00
Special Wall Backfill	3,490	Cu. Yd.	10.00	34,900.00
Concrete in Retaining Walls	1,955	Cu. Yd.	130.00	254,150.00
Reinforcement in Retaining Walls	191,100	Lb.	0.34	64,974.00
Coated Reinforcement in Retaining Walls	17,700	Lb.	0.45	7,965.00

SOUND WALLS				
Sound Wall No. 22	100%	All Required		160,000.00
Walls 23 and 24				
Structure Excavation for Sound Walls	350	Cu. Yd.	8.00	2,800.00
8-inch Concrete Block Walls	8,760	Sq. Ft.	6.50	56,940.00
Block Wall Footings	3,140	Sq. Ft.	3.00	9,420.00
Signing				
Removal of Existing Sign Installations		All Required		2,000.00
Wood Sign Posts		All Required		4,000.00
Sign Support Footings		All Required		50,000.00
Breakaway Sign Posts		All Required		2,000.00
Single Post Breakaway Sign Support		All Required		3,000.00
Single Post Slip Base Sign Supports		All Required		1,000.00
Sign Bridge, Sta. "GW" 322+78		All Required		30,000.00
Sign Bridge, Sta. "Banf" 286+50		All Required		30,000.00
Sign Bridge, Sta. "GN" 316 + 50		All Required		30,000.00
Sign Bridge, Sta. "GSW" 323+96		All Required		30,000.00
Cantilever Sign Structure, Sta. "GL" 9+87 Rt.		All Required		10,000.00
Cantilever Sign Structure, Sta. "Banf" 273+00 Rt.		All Required		10,000.00
Cantilever Sign Structure, Sta. "L" 300 + 13 Rt.		All Required		7,000.00
Cantilever Sign Structure, Sta. "GL" 4+62 Rt.		All Required		10,000.00
Cantilever Sign Structure, Sta. "L" 329+80 Lt.		All Required		10,000.00
Cantilever Sign Structure, Sta. "L" 347+00 Lt.		All Required		9,000.00
Special Structure Mounts		All Required		3,000.00
Structure Mounts		All Required		5,000.00
Exit Number Sign Supports		All Required		1,000.00
Type "A" Signs in Place	922	Sq. Ft.	15.00	13,830.00
Type "AA" and "BB" Signs in Place	3,464	Sq. Ft.	17.00	58,599.00
Type "C", "D" and "R" Signs in Place	481	Sq. Ft.	10.00	4,810.00
Type "E" Signs in Place	200	Sq. Ft.	10.00	2,000.00
Type "F", "G" and "M" Signs in Place	154	Sq. Ft.	10.00	1,540.00
Move and Reinstall Existing Signs		All Required		1,000.00
Sign Illumination Equipment		All Required		35,000.00
				$6,685,033.00

Anticipated Items

Railroad Protective Cost		All Required		62,600.00
Permanent Pavement Striping		All Required		12,000.00
Temporary Pavement Striping		All Required		13,000.00
Remove Pavement Striping (Existing and Temporary)		All Required		10,000.00
Temporary Erosion Control	70%	All Required		7,000.00
On-The-Job Trainees (15-1,000 X $0.80)	70%	All Required		8,400.00
				$ 113,000.00
		Subtotal		6,798,033.00
		Engineering		849,754.00
		Total		$7,647,787.00

Type Code Y030
Illumination

Removal of Light Poles	4	Each	200.00	800.00
Pole Foundations		All Required		75,000.00
Roadway Lighting Poles and Arms		All Required		80,000.00
Luminaires, Lamps and Ballasts		All Required		40,000.00
Switching, Conduit, Wiring, Etc.		All Required		200,000.00
		Subtotal		$395,800.00
		Engineering		49,475.00
		Total		$445,275.00

Type Code Y031
Traffic Signals

Traffic Signal Installation Complete	All Required	100,000.00
		$100,000.00

Anticipated Items

State Furnished Software	All Required	1,500.00
Signal Controller Testing and Turn-on	All Required	5,350.00
		$ 6,850.00
	Total	106,850.00
	Engineering	13,356.00
	Total	$120,206.00

Structures

Mobilization	25%	All Required		375,000.00
Temporary Protection and Direction of Traffic	25%	All Required		17,500.00
				$392,500.00

Type Code X181
Structure, Bridge No. 13516C

Shoring, Cribbing, Etc.		All Required		10,000.00
Structure Excavation	665	Cu. Yd.	5.00	3,325.00
Special Wall Backfill	150	Cu. Yd.	15.00	2,250.00
Furnish Pile Driving Equipment		All Required		5,000.00
Furnish Cast-in-Place Piling	4,489	Lin. Ft.	10.00	44,890.00
Drive Steel Pile Shells	4,489	Lin. Ft.	6.00	26,934.00
Drilling Pile Holes	450	Lin. Ft.	20.00	9,000.00
Structural Concrete, Class 3300		All Required		150,000.00
Structural Concrete, Class 4000		All Required		50,000.00
Structural Concrete, Class 4500		All Required		50,000.00
Structural Concrete, Class 5000		All Required		225,520.00
Expansion Joints, Single Seal	66	Lin. Ft.	100.00	6,600.00
Reinforcement		All Required		95,000.00
Coated Reinforcement		All Required		17,000.00
Prestressing Steel		All Required		150,000.00
Reinforced Concrete Bridge End Panels	112	Sq. Yd.	50.00	5,600.00
Bearing Devices, Bent 1	2	Each	1,100.00	2,200.00
bearing Devices, Bent 4	2	Ech	1,100.00	2,200.00
1-1/2 inch Electrical Conduit	556	Lin. Ft.	5.00	2,780.00
6-inch Pipe in Structure	20	Lin. Ft.	12.00	240.00
8-inch Pipe in Structure	110	Lin. Ft.	16.00	1,760.00
Loose Riprap, Class 50	500	Cu. Yd.	18.00	9,000.00
				$869,299.00

Type Code X281
Structure, Bridge No. 13516D
Alternate "A"

Shoring, Cribbing, Etc.		All Required		15,000.00
Structure Excavation	1,200	Cu. Yd.	5.00	6,000.00
Furnish Pile Driving Equipment		All Required		5,000.00
Furnish Cast-in-Place Piling	11,432	Lin. Ft	10.00	114,320.00

Drive Steel Pile Shells	11,432	Lin. Ft.	6.00	68,592.00
Structural Concrete, Class 3300		All Required		150,000.00
Structural Concrete, Class 4000		All Required		30,000.00
Structural Concrete, Class 5000		All Required		600,000.00
Expansion Joints, Single Seal	75	Lin. Ft.	100.00	7,500.00
Expansion Joints, Double Seal	75	Lin. Ft.	500.00	37,500.00
Reinforcement		All Required		256,000.00
Coated Reinforcement		All Required		45,000.00
Prestressing Steel		All Required		394,000.00
Reinforced Concrete Bridge End Panels	134	Sq. Yd.	50.00	6,700.00
Bearing Devices, Bent 1	2	Each	1,150.00	2,300.00
Bearing Devices, Span 3 Hinge	2	Each	1,150.00	2,300.00
Bearing Devices, Span 6 Hinge	2	Each	1,150.00	2,300.00
Bearing Devices, Bent 8	2	Each	1,150.00	2,300.00
Concrete Slope Paving	165	Sq. Yd.	25.00	4,125.00
Slope Paving Curbs	100	Lin. Ft.	6.00	600.00
3/4-inch Electrical Conduit	60	Lin. Ft.	4.00	240.00
1-1/2 inch Electrical Conduit	1,456	Lin. Ft.	5.00	7,280.00
6-inch Pipe in Structure	100	Lin. Ft.	12.00	1,200.00
8-inch Pipe in Structure	635	Lin. Ft.	16.00	10,160.00
Corrosion Protection		All Required		4,000.00
				$1,772,417.00

Type Code X281
Structure, Bridge No. 13516F

Shoring, Cribbing, Etc.		All Required		3,000.00
Structure Excavation	310	Cu. Yd.	5.00	1,550.00
Structure Excavation Below Elevation Level Shown	30	Cu. Yd.	7.00	210.00
Special Wall Backfill	110	Cu. Yd.	10.00	1,100.00
Structural Concrete, Class 3300		All Required		55,000.00
Structural Concrete, Class 5000		All Required		55,000.00
Reinforcement		All Required		23,000.00
Coated Reinforcement		All Required		4,500.00
Prestressing Steel		All Required		47,000.00
Reinforced Concrete Bridge End Panels	90	Sq. Yd.	50.00	4,500.00
Bearing Devices, Bent 1	2	Each	1,200.00	2,400.00
Bearing Devices, Bent 2	2	Each	1,300.00	2,600.00
Concrete Slope Paving	220	Sq. Yd.	25.00	5,500.00
Slope Paving Curbs	190	Lin. Ft.	6.00	1,140.00
1-1/2 inch Electrical Conduit	300	Lin. Ft.	5.00	1,500.00
				$208,000.00

Type Code X281
Structure, Bridge No. 13516G

Shoring, Cribbing, Etc.		All Required		$ 5,000.00
Structure Excavation	825	Cu. Yd.	5.00	4,125.00
Structure Excavation Below Elevations Shown	80	Cu. Yd.	6.00	480.00
Special Wall Backfill	200	Cu. Yd.	10.00	2,000.00
Structural Concrete, Class 3300		All Required		55,000.00
Structural Concrete, Class 4000		All Required		30,000.00
Structural Concrete, Class 5000		All Required		130,000.00
Reinforcement		All Required		62,500.00
Coated Reinforcement		All Required		10,000.00
Prestressing Steel		All Required		83,000.00
Reinforced Concrete Bridge End Panels	130	Sq. Yd.	50.00	6,500.00
Bearing Devices, Bent 1	2	Each	850.00	1,700.00
Bearing Devices, Bent 4	2	Each	850.00	1,700.00
Concrete Slope Paving	600	Sq. yd.	25.00	15,000.00
Slope Paving Curbs	320	Lin. Ft.	6.00	1,920.00
3/4-inch Electrical Conduit	215	Lin. Ft.	4.00	860.00
1-1/2 inch Electrical Conduit	425	Lin. Ft.	5.00	2,125.00
				$ 411,910.00
		Subtotal		$3,654,126.00
		Engineering		456,765.00
		Total		$4,110,891.00

UMTA FUNDING

Type Code Y008
Roadbed LRT

Mobilization	10%	All Required		$ 150,000.00
Temporary Protection and Direction of Traffic	10%	All Required		7,000.00
Temporary Signs	94	Sq. Ft.	20.00	1,880.00
Temporary Concrete Barriers Reflectorized	925	Lin. Ft.	10.00	9,250.00
Moving Temporary Concrete Barriers	925	Lin. Ft.	4.00	3,700.00
Sequential Arrow Signs	1	Each	4,500.00	4,500.00
Temporary Illumination	20%	All Required		10,000.00
Flagmen	400	Hour	9.00	3,600.00

Removal of Structures and Obstructions	10%	All Required		10,000.00
Embankment in Place	94,530	Cu. Yd.	2.20	207,966.00
Trench Excavation	2,760	Cu. Yd.	8.00	22,080.00
Special Backfill Material	400	Cu. Yd.	7.00	2,800.00
Watering	250	M-Gal.	10.00	2,500.00
Railroad Ballast	5,780	Cu. Yd.	11.00	63,580.00
12-inch Sewer Pipe	420	Lin. ft.	12.00	5,040.00
15-inch Sewer Pipe	330	Lin. Ft.	24.00	7,920.00
18-inch Sewer Pipe	620	Lin. Ft.	25.00	15,500.00
21-inch Sewer Pipe, Epoxy Coated	245	Lin. Ft.	56.00	13,720.00
Concrete Manholes, 10 Feet or Less Deep	1	Each	1,000.00	1,000.00
Concrete Manholes, 10 to 20 Feet Deep	3	Each	1,200.00	3,600.00
Concrete Inlets, Type G-1	2	Each	390.00	780.00
Concrete Inlets, Type B	2	Each	390.00	780.00
8-inch Drain Pipe	5,400	Lin. Ft.	2.50	13,500.00
12-inch Drain Pipe	610	Lin. Ft.	5.00	3,050.00
Filter Fabric	5,000	Sq. Yd.	0.60	3,000.00
Gravel in Drains	1,250	Cu. Yd.	12.00	15,000.00
CL-6R Chain Link Fence	1,220	Lin. Ft.	8.50	10,370.00
Concrete Walks	60	Sq. Yd.	11.50	690.00
Roadside Seeding and Mulching	12	Acre	450.00	5,400.00

RETAINING WALLS

Retaining Wall No. 1		All Required		275,000.00
Retaining Wall No. 2		All Required		450,000.00

Walls 5 through 21, 25 and 26

Shoring, Cribbing, Etc. for Walls	30%	All Required		8,400.00
Structure Excavation for Walls	3,480	Cu. Yd.	4.00	13,920.00
Special Wall Backfill	2,000	Cu. Yd.	10.00	20,000.00
Concrete in Retaining Walls	930	Cu. Yd.	130.00	120,900.00
Reinforcement in Retaining Walls	121,800	Lb.	0.34	41,412.00
				$ 1,527,838.00

Anticipated Items

Temporary Erosion Control	30%	All Required		3,000.00
On-The-Job Training (15-1,000 X $0.80)	30%	All Required		3,600.00
				$ 6,600.00
		Subtotal		1,534,438.00
		Engineering		191,804.00
		Total		$1,726,242.00

Structures

Mobilization	19%	All Required		285,000.00
Temporary Protection and Direction of Traffic	19%	All Required		13,300.00
				$298,300.00

Type Code X681
Structure, Bridge No. 13516J
Alternate "A"

Shoring, Cribbing, Etc.		All Required		15,000.00
Structure Excavation	2,100	Cu. Yd.	5.00	10,500.00
Furnish Pile Driving Equipment		All Required		5,000.00
Furnish Cast-in-Place Piling	9,546	Lin. Ft.	10.00	95,460.00
Drive Steel Pile Shells	9,546	Lin. Ft.	7.00	66,822.00
Structural Concrete, Class 3300		All Required		180,000.00
Structural Concrete, Class 4000		All Required		50,000.00
Structural Concrete, Class 5000		All Required		720,000.00
Expansion Joints, Single Seal	98	Lin. Ft.	110.00	10,780.00
Expansion Joints, Double Seal	58	Lin. Ft.	450.00	26,100.00
Reinforcement		All Required		382,000.00
Prestressing Steel		All Required		385,000.00
Reinforced Concrete Bridge End Panels	160	Sq. Yd.	50.00	8,000.00
Bearing Devices, Bent 1	2	Each	1,200.00	2,400.00
Bearing Devices, Span 3 Hinge	2	Each	1,400.00	2,800.00
Bearing Devices, Span 6 Hinge	2	Each	1,300.00	2,600.00
Bearing Devices, Span 9 Hinge	2	Each	1,200.00	2,400.00
Bearing Devices, Bent 11	2	Each	1,500.00	3,000.00
Three Pipe Steel Railing	2	Each	45.00	120,825.00

Concrete Slope Paving	140	Sq. Yd.	25.00	3,500.00
Slope Paving Curbs	70	Lin. Ft.	6.00	420.00
3/4-inch Electrical Conduit	552	Lin. Ft.	4.00	2,208.00
1-inch Electrical Conduit	1,220	Lin. Ft.	5.00	6,100.00
3-inch Electrical Conduit	80	Lin. Ft.	10.00	800.00
6-inch Pipe in Structure	30	Lin. Ft.	12.00	360.00
8-inch Pipe in Structure	180	Lin. Ft.	16.00	2,880.00
8-inch Half Round Deck Drain	1,305	Lin. Ft.	9.00	11,745.00
Membrane Waterproofing with Panels	5,225	Sq. Yd.	50.00	261,250.00
Corrosion Protection		All Required		7,000.00
		Alternate "A"		$2,683,250.00

Type Code X123
Structure, Bridge No. 16544

Shoring, Cribbing, Etc.		All Required		25,000.00
Structure Excavation	1,350	Cu. Yd.	3.00	4,050.00
Structure Excavation Below Elevations Shown	135	Cu. Yd.	6.00	810.00
Special Wall Backfill	1,050	Cu. Yd.	10.00	10,500.00
Structural Concrete, Class 3300		All Required		135,000.00
Reinforcement		All Required		48,000.00
Three Tube Steel Railing	186	Lin. Ft.	45.00	8,370.00
CL-10R Chain Link Fence, Modified	104	Lin. Ft.	30.00	3,120.00
1-inch Electrical Conduit	20	Lin. Ft.	5.00	100.00
1-1/2 inch Electrical Conduit	300	Lin. ft.	5.00	1,500.00
Waterproofing	1,000	Sq. Yd.	10.00	10,000.00
				$ 246,450.00
		Subtotal		2,929,700.00
		Engineering		366,212.00
		Total		$3,295,912.00

Summary of Funds

Description	Group	Code	Total Cost	Federal Funds	State Funds	Tri-Met Funds
Highway Related Work (92.22%):						
Roadway	1	042	$ 7,647,787	$ 7,052,789	$594,998	---
Illumination	1	042	445,275	410,632	34,643	---
Signals	1	042	120,206	110,853	9,353	---
Structures	1	042	4,110,891	3,791,063	319,828	---
Subtotal			$12,324,159	$11,365,337	$958,822	---
UMTA Related Work (85%):						
Roadbed	2	UMTA	1,726,242	1,467,305	---	258,937
Structures	2	UMTA	3,295,912	2,801,525	---	494,387
Subtotal			$ 5,022,154	$ 4,268,830	---	$753,324
TOTAL COST			$17,346,313	$15,634,167	$958,822	$753,324

Group 1: 71%; Group 2: 29%
Contract No. 9621
Prefix 626-1909
Prefix 626-1085

jc cc: OSH (D. Forbes)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 7	**COUNTY** Multnomah	**DIVISION** Oregon
DATE OF REPORT 5/31/88	**REPORT MADE BY** Ed Fischer, Assistant Area Engineer		**PROJECT NO.** I-$\overset{2}{3}$05-7(86)311
COMPLETION DATE (Actual) 9/26/85	**ACCEPTANCE DATE BY CONRTACT AGENCY** 2/29/88	**TIME ELAPSED** 100 %	**CONTRACT TIME** 850 CD extended to 874 CD
LOCATION See Below			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SOUTH BANFIELD INTERCHANGE
S. E. WASHINGTON STREET SECTION
EAST PORTLAND FREEWAY

This project consists of grading, paving, structures, signing, illumination, and signals for the Banfield I-205 interchange. The Light Rail Transit structures over I-205, under Glisan and connecting to Burnside Street also were a part of this project.

The final project cost was less than one percent lower than the original authorization. No liquidated damages were charged for the overall completion of the project; however, several of the intermediate time allowances for various phases of the work exceeded their time specification and liquidated damages were charged for these overruns.

A final inspection of this project was performed on December 13, 1985.

- EF -

RECEIVED
STATE HWY ENGR
JUN 7 '88
REFER TO
cc Construction
FOR
Info Inves R/D D/R Sign Act File

6/9

cm

ACCEPTANCE OF PROJECT IS RECOMMENDED		**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**	
SIGNATURE Edward L. Fischer		**SIGNATURE**	
TITLE Assistant Area Engineer	**DATE** 6/3/88	**TITLE** District Engineer A	**DATE** 6/6/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

9621

5

May 18, 1988

Con 5-
#9621

S. J. Groves & Sons Company
PO Box 1267
10,000 Highway 55 West
Minneapolis, MN 55440

Attention: R. E. Wolfe
Assistant Secretary/Treasurer

I have received your letter dated May 4, 1988, concerning the final pay estimate #35 on Contract No. 9621 covering the South Banfield Interchange-Washington Street Project.

I also note that you sent a copy to Mike Fisher, Project Manager. I am assuming that he will respond to your letter.

I am forwarding your letter to our Construction Office for their information. I would suggest if this matter is not resolved that you contact Bryant Jackmond directly. His address is 1158 Chemeketa Street, Salem, OR 97310.

Fran Neavoll
COMMISSION SERVICES

FKN/rgb

bc: Mike Fisher
Bryant Jackmond - see note attached

S. J. Groves & Sons Company
CONTRACTORS AND ENGINEERS
P.O. Box 1267
10,000 Highway 55 West
Minneapolis, MN 55440
Telephone 612/546-6943
TLX 290730

May 4, 1988

Certified Mail #P-518 036 428
Return Receipt Required

Department of Transportation
Oregon State Highway Division
Transportation Building
Salem, OR 97310

RECEIVED
MAY 09 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Re: South Banfield Intch-Washington Street
East Portland Freeway
Multnomah County
Contract #9621
Final Pay Estimate #35

Attn: Fran Neavoll
Commission Services

We have received ODOT's letter of 3/2/88 relating to final revenue based upon final quantities as shown on pay estimate #35, along with the warrant check #4859032 in the amount of $70.77.

Per specification #109.15, we hereby protest ODOT's calculations of final contract dollars.

On 11/5/86, we received from ODOT's Salem office the purported final quantities for this contract. ODOT's final estimate #35 has several quantity revisions our firm had no prior knowledge of and nothing was shown on final quantity sheets.

Our exceptions to final quantities are as follows:

1. B.I. #6009 - LOW STRENGTH CONCRETE, PRECAST DOUBLE WALLS

   A. The first notification the contractor has received of this credit price agreement of ($8,934.70) was when we received pay estimate #35 in late March, 1988.

   B. ODOT has not extended the contractor the courtesy of sending the contractor the appropriate price agreement and/or the data (laboratory reports, specific specifications showing ODOT's method of calculating the amount of credit, etc.) relating to this credit. We respectfully request ODOT furnish the necessary information.

   C. ODOT's time frame for notifying the contractor of this situation was approximately four years after the fact. While section 105.12 states unacceptable materials may be adjusted until the time of final payment, it was not intended to mean four years after the fact that notification would be given to the contractor.

Our precast supplier, Morse Bros. Precast, was issued their final check on 5/5/86. If the precast walls were not according to specifications we should have been made aware of this deduction by ODOT so we could recoup the $8,934.70 credit from Morse Bros. Two years after the last payment to the supplier creates a problem of the contractor collecting this credit from the supplier. This problem was created due to ODOt not notifying the contractor in a timely manner.

D. Apparently ODOT has determined reasonably acceptable work was produced, as evidence by the fact the alleged deficient precast walls were allowed to remain in place. ODOT did not give the contractor the option of having a credit price agreement issued or to replace the alleged low strength concrete walls.

E. The contractor does not accept this deduction.

2. B.I. #60030 - LIQUIDATED DAMAGES

A. The first notification the contractor has received on the additional nine days @ $150/day = $1,350 being assessed was upon receipt of pay estimate #35.

B. Please supply the contractor with ODOT's calculations on how the 120 days liquidated damages were determined.

C. Explain why no previous notification was given to the contractor concerning the additional 9 days deducted on pay estimate #35.

D. The contractor does not accept this additional $1,350 deduction.

3. B.I. #4015 A - REVISE AGGR SPECIFICATIONS FOR TREATED BASE MIX.

A. ODOT has deducted the $0.05/ton credit on 100% of the total quantity for B.I. #24-treated base mixture of 48,662.72

B. This material was furnished by two of our subcontractors.

Hopsing Construction	48,197.84 ton
K.F. Jacobsen & Company	464.88 ton

C. Our records do not show the tonnage supplied by K.F. Jacobsen used the recycled aggregate material.

D. Per attached 10/16/85 letter from the contractor, Hopsing only used 7,974.79 tons of recycled aggregates.

E. Total credit for this item should be ($398.74).

F. Contractor is due a rebate of $2,034.40

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MAY 09 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4. B.I. #4042 A - NON SPEC PCC SURFACE-PRICE AGREEMENT #42

A. It is our understanding price agreement #42's credit of ($11,443.27) is to be reduced to a credit of ($8,032.00).

B. We need official notification of this credit reduction in order to finalize our contract with Hopsing Construction.

5. B.I. # 4043 - NON-SPEC CONCRETE IN WALLS, PRICE AGREEMENT #43.

   A. ODOT took 2 1/2 years to determine an alleged credit of ($2,210.00) was due ODOT and also issued price agreement #43, without the contractor's consent.

   B. Contractor protested this credit via serial letter #170 to ODOT on 9/3/86. ODOT responded to this letter on 9/16/86 via ODOT's letter of 9/16/86.

   C. Contractor objected to ODOT's response via serial letter #171 on 10/26/86 (see attached) and made a claim for relief from price agreement #43, per specification #109.05, requesting P/A #43 be reduced to a credit of ($455.94).

      ODOT did not elect to respond to contractors serial letter #171.

   D. Contractor believes our calculation of the ($455.94) credit is the proper credit for ODOT and not the ($2,210.00) credit deducted by ODOT.

      ODOT admits the formula used by ODOT in calculating the ($2,210.00) credit is not in the specifications.

6. B.I. #806, EWO #6 - ADD TIE BARS

   A. please send the undersigned a copy of the back up paperwork that produced the $452.21 payment.

7. B.I. #818. EWO #17 - REMOVE AND REPLACE BROKEN PCC PAVEMENT.

   A. Send the undersigned a copy of the back up paperwork that produced the $3,392.33 payment.

Per our calculations a revised final pay estimate is due the contractor by ODOT for the following dollars.

Bid Item	
6009	$ 8,934.70
6003D	1,350.00
4015A	2,034.40
4042A	3,411.27
4043	1,754.06
TOTAL DUE CONTRACTOR	$17,484.43

Respond to the undersigned.

Very truly yours,

REWolfe

R. E. Wolfe
Assistant Secretary/Treasurer

RECEIVED
MAY 09 1988
COMMISSION SERVICE
DEPARTMENT OF TRANSPORTATIO

Enclosures: a/s

cc w/enclosures: Dave Malutich
Mike Fisher-ODOT Project Manager
3700 S.E. 92nd
Portland, OR 97266

S. J. Groves & Sons Company
CONTRACTORS AND ENGINEERS

P.O. Box 1267
10,000 Highway 55 West
Minneapolis, MN 55440

Telephone 612/546-6943
TLX 290730

Serial Letter #171

October 28, 1986

Department of Transportation
Oregon State Highway Division
3700 S. E. 92nd Avenue
Portland, Oregon 97266
Attention: Mike Fisher, Project Manager

RECEIVED
MAY 09 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RE: P/A #43, Non-spec Concrete, Contract #96[illegible]

Gentlemen:

We are in receipt of your 9/16/86 letter in regards to price agreement #43.

Per specification #109.05, paragraph #2, we are hereby making a claim for relief from price agreement #43's decrease of contract revenue by $2,210.00.

1. ODOT has determined reasonably acceptable work has been produced as evidenced by the fact the alleged deficient concrete be allowed to remain in place by ODOT due to concrete strength as tested by the "Swiss Hammer" of 3700 psi exceeded the required design strength of 3300 psi.

2. ODOT's 2/18/86 interoffice memo indicates the concrete mix in question had a deficient amount of cement added and since the specifications do not specify a method to calculate the 100% penalty, following is the method the contractor deems how the penalty should be calculated.

   A. 2210 psi falls within the 2200 class or 5 sacks compared to required 3300 psi or 6.3 sacks of cement, per spec #504.32.

   B. 5 sack cement class equates to 79.37% of 6.3 sack cement. (5÷6.3 = 79.37%).

   C. 79.37% of $130.00 unit price equates to $103.18 unit price.

   D. Credit to ODOT for this alleged non-spec material should therefore be $26.82 x 17 cubic yards or $455.94.

We will accept a revised P/A #43 in the amount of $455.94 and will withdrow our claim upon receipt of such a revised P/A. We feel this is an equitable settlement for both parties.

To: Oregon D.O.T.
From: R.E. Wolfe, S. J. Groves
Re: P/A #43, Non-spec Concrete
Page: Two
Date: October 28, 1986

Please advise.

R E Wolfe
R. E. Wolfe
Assistant Secretary/Treasurer

cc: Dave Malutich
Red McClure
Phil Bruner

RECEIVED
MAY 09 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

S. J. Groves & Sons Company
CONTRACTORS AND ENGINEERS

Address reply to:
P.O. Box 13160
Rose City Park Station
Portland, OR 97213
Telephone 503/239-8486

Regional office:
2255 116th Avenue N.E.
Bellevue, WA 98004

Re: S.Banfield-SE Wash. St.
Contract 9621

October 16, 1985

Serial Letter No. 164

Department of Transportation
Oregon State Highway Division
3700 S. E. 92nd Ave.
Portland, OR 97266

Attention: Jim McNamee

Subject: New/Recycled Blended Aggregate

Reference: Price Agreement No. 15
Hopsing Letter Dated 10-11-85

Gentlemen:

Review of the quantity of new/recycled blended aggregate incorporated into the treated base mixture on this project indicates all but 7,974.79 tons of the aggregates used was new. At this time the Contractor has been charged for 43,293 tons or an excess of 35,318.21 tons.

This amounts to a $1,765.91 over-charge to the Contractor. This needs to be corrected on our next pay extimate.

Very truly yours,

S. J. GROVES & SONS COMPANY

R. D. McClure
Project Manager

Enclosure

RDM:jl

RECEIVED
MAY 09 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HOPSING CONSTRUCTION, INC.
P.O. Box 1346, Tualatin, Oregon 97062, 503-684-1432

October 11, 1985

S.J. Groves & Sons Co.
P.O. Box 13160
Portland, Oregon 97213

Re: OSHD 9621 Price reduction for recycled aggregates

Gentlemen:

On September 6, 1983, Hopsing Construction agreed to a price reduction of $0.05 (five cents) per ton of NEW/RECYCLED BLENDED aggregate materials used on this prohect. Your pay estimates have reflected the application of the five cent reduction on all aggregates.

The total new/recycled blend used on this project is 7974.79 tons. This quantity may be verified with OSHD records.

Please adjust our subcontract payment accordingly.

Sincerely,

HOPSING CONSTRUCTION, INC.

Richard N. Hatch
VP/Sec.

RECEIVED
MAY 09 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9621

J

April 21, 1988

CON 5 - 9621

S. J. Groves & Sons Company
P. O. Box 1267
10,000 Highway 55 West
Minneapolis, MN 55440

Attention: R. E. Wolfe
Assistant Secretary/Treasurer

I am sorry for the delay in responding to your letter of March 18 requesting information on Contract No. 9621 concerning the total contract amount.

I had referred your letter to our Construction Office to verify this information and the staff person was out of the State for awhile. Upon his return, he advised me that the total contract amount was correct.

I am referring your letter to Mike Fisher, Project Manager, on this project. I am asking that he examine your worksheets and respond to you direct.

If you need to contact him, his address is 3700 S.E. 92nd, Portland, OR 97266, telephone 238-8307.

Fran Neavoll
COMMISSION SERVICES

bc: Mike Fisher - Please respond direct to SJ Groves

S. J. Groves & Sons Company
CONTRACTORS AND ENGINEERS
P.O. Box 1267
10,000 Highway 55 West
Minneapolis, MN 55440
Telephone 612/546-6943
TLX 290730

CERTIFIED MAIL # P-518 036 455
RETURN RECEIPT REQUIRED

March 18, 1988

Oregon Department of Transportation
Ms. Fran Neavoll
Commission services
Transportation Building
Salem, OR 97310

Re: Contract 5-9621

Dear Ms. Neavoll:

Per your letter of 3/10/88 to our surety, American Insurance Co., appears to be in error as far as total contract amount of $15,836,954.48 Our records show the final total contract amount is $15,847,229.18

Attached is a copy of our work up of final quantities and dollars by bid item. Note the extreme right hand column "SJG AMT LESS ODOT AMT". This column shows the amount of dollars still due S. J. Groves from ODOT.

I understand there may be some revisions by ODOT to two force account deduct items. See the last page "PR ADJ PCC PENALTY" & "CR NON SPEC CONCRETE".

Advise the undersigned of where ODOT varies from our computations.

Very truly yours,

R. E. Wolfe
Assistant Secretary/Treasurer

Enclosures: a/s

cc w/enclosures: American Insurance Co.
Dave Malutich - SJG #279

REW/lkt

Cc Bruce Walton

RECEIVED
MAR 21 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4/14 asked again

SJG Eng. Dept. MAR 18 '88

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 10, 1988

In Reply Refer To
File No.:
CON 5 - 9621

American Insurance Co.
Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

RECEIVED
MAR 15 1988
S. J. Groves & Sons Co.

Contract No. 9621 awarded to S. J. Groves & Sons Company for work on the South Banfield Interchange-S.E. Washington Street Section of the East Portland Freeway, Multnomah County, was completed on April 16, 1986, and accepted by the State Highway Division on February 29, 1988.

Final payment in the amount of $70.77 will be released to the contractor after March 15, 1988. The total contract amount is $15,836,954.48 including $198,857.28 for work performed under force account.

You have been advised previously that claims have been filed with us against the performance bond on this contract, some of which have been paid.

ORIGINAL SIGNED
FRAN NEAVOLL

Fran Neavoll
COMMISSION SERVICES

FKN:cv

cc: ✓S. J. Groves & Sons Company
6140 Horseshoe Bar Rd.
Loomis, CA 95650

cc: Bob Stolfe

731-0146 (1-87)

COMPARISON OF QUANTITIES BY OWNERS PAY ESTIMATE run date:18-Mar-88

S BANFIELD INTERCHANGE-SE WASHINGTON ST AS OF 12/31/87 Contract #9621 file name:BANFQTYS

ACCT. NO.	ITEM DESCRIPTION	ORIGINAL BID				GDOT PAID QUANTITIES (THRU EST 034)				SJG QUANTITIES COMPLETE (AS OF 12/31/87)				PER CENT	SJG AMT LESS
		QUANTITY	UNIT	UNIT PRICE	AMOUNT	QUANTITY	UNIT	UNIT PRICE	AMOUNT	QUANTITY	UNIT	UNIT PRICE	AMOUNT	CHANGE	GDOT AMT
3000	1 MOBILIZATION	1	LS	1500000.00	1500000.00	1.0000	LS	1500000.00	1500000.00	1.0000	LS	1500000.00	1500000.00	0.00%	0
3005	2 TEMP PROTECTION/DIRECTION TRAFFIC	1	LS	70000.00	70000.00	1.0000	LS	70000.00	70000.00	1.0000	LS	70000.00	70000.00	0.00%	0
3010	3 TEMPORARY SIGNS	852	SF	20.00	17040.00	1359.5000	SF	20.00	27190.00	1359.5000	SF	20.00	27190.00	59.57%	0
3015	4 TEMPORARY BARRICADES	30	EA	150.00	4500.00	30.0000	EA	150.00	4500.00	30.0000	EA	150.00	4500.00	0.00%	0
3020	5 TEMP GUARD RAIL TYPE 1	38	LF	15.00	570.00	0.0000	LF	15.00	0.00	0.0000	LF	15.00	0.00	-100.00%	0
3025	6 TEMP CONCRETE BARRIER REFLECT	10650	LF	10.00	106500.00	7588.0000	LF	10.00	75880.00	7591.0000	LF	10.00	75910.00	-28.72%	30
3032	7 MOVING TEMP CONCRETE BARRIERS	6975	LF	4.00	27900.00	5469.0000	LF	4.00	21876.00	5471.0000	LF	4.00	21884.00	-21.56%	8
3037	8 TEMP PLASTIC SAFETY MARKERS	70	EA	50.00	3500.00	84.0000	EA	50.00	4200.00	84.0000	EA	50.00	4200.00	20.00%	0
3042	9 OVERSIZE CONSTR SIGNS	1	EA	3000	3000.00	1.0000	EA	3000	3000.00	1.0000	EA	3000	3000.00	0.00%	0
3047	10 SEQUENTIAL ARROW SIGNS	6	EA	4500.00	27000.00	4.0000	EA	4500.00	18000.00	4.0000	EA	4500.00	18000.00	-33.33%	0
3052	11 PORT CHANGEABLE MESSAGE SIGNS	2	EA	20000.00	40000.00	2.0000	EA	20000.00	40000.00	2.0000	EA	20000.00	40000.00	0.00%	0
3057	12 TEMPORARY ILLUMINATION	1	LS	50000.00	50000.00	1.0000	LS	50000.00	50000.00	1.0000	LS	50000.00	50000.00	0.00%	0
3062	13 FLAGMEN	2424.5	HR	9.00	21820.50	1179.7500	HR	9.00	10617.75	1179.7500	HR	9.00	10617.75	-51.34%	0
3063	13 FLAGMEN	75.5	HR	9.00	679.50	75.5000	HR	9.00	679.50	75.5000	HR	9.00	679.50	0.00%	0
	ROADWORK:														0
3067	14 REMOVAL OF STRUCT AND OBSTRUCTS	1	LS	100000.00	100000.00	1.0000	LS	100000.00	100000.00	1.0000	LS	100000.00	100000.00	0.00%	0
	SUBTOTAL				1972510.00				1925943.25				1925981.25		38
3079	15 EMBANKMENT IN PLACE	255405	CY	2.20	561891.00	244313.3000	CY	2.20	537489.26	244313.3000	CY	2.20	537489.26	-4.34%	0
3087	16 TRENCH EXCAVATION	24960	CY	8.00	195600.00	25250.1000	CY	8.00	202000.80	25255.8000	CY	8.00	202046.40	1.19%	45.6
3094	17 SPECIAL BACKFILL MATERIAL	3800	CY	7.00	26600.00	1314.0000	CY	7.00	9283.60	1314.0000	CY	7.00	9283.60	-65.40%	0
3097	18 FINISH ROADBED AND SLOPES	1	LS	50000.00	50000.00	1.0000	LS	50000.00	50000.00	1.0000	LS	50000.00	50000.00	0.00%	0
3100	19 F&I TOPSOIL	6445	CY	3.60	23202.00	7682.4000	CY	3.60	27656.64	7682.4000	CY	3.60	27656.64	19.20%	0
3109	20 WATERING	650	MGL	10.00	6500.00	2333.2000	MGL	10.00	23332.00	2333.5000	MGL	10.00	23335.00	259.00%	3
3111	21 1" - 0 AGGREGATE BASE	2700	TON	8.00	21600.00	4180.9200	TON	8.00	33447.36	4174.6200	TON	8.00	33396.96	54.62%	-50.4
3119	22 RAILROAD BALLAST	5780	CY	11.00	63580.00	5036.9000	CY	11.00	55405.90	5052.6000	CY	11.00	55578.60	-12.58%	172.7

COMPARISON OF QUANTITIES BY OWNERS PAY ESTIMATE run date:18-Mar-88

S BANFIELD INTERCHANGE-SE WASHINGTON ST AS OF 12/31/87 Contract #9521 file name:BANFQTYS

ACCT. NO.	ITEM DESCRIPTION	ORIGINAL BID QUANTITY	UNIT	UNIT PRICE	AMOUNT	ODOT PAID QUANTITIES (THRU EST #34) QUANTITY	UNIT	UNIT PRICE	AMOUNT	SJG QUANTITIES COMPLETE (AS OF 12/31/87) QUANTITY	UNIT	UNIT PRICE	AMOUNT	PER CENT CHANGE	SJG AMT LESS ODOT AMT
	SUBTOTAL				553053.00				938535.56				938706.46		170.9
3124	23 RECONDITION OLD ROADBED	1	LS	15000.00	15000.00	1.0000	LS	15000.00	15000.00	1.0000	LS	15000.00	15000.00	0.00%	
3129	24 TREATED BASE MIXTURE **	41600	TON	10.00	416000.00	48262.6200	TON	10.00	482626.20	48197.0400	TON	10.00	481970.40	16.98%	-647.8
3130	24 ATB JACOBSEN **					464.0000	TON	10.00	4640.00	464.0000	TON	10.00	4640.00	**	
3134	25 CEMENT IN TREATED BASE MIXTURE	2300	TON	65.00	149500.00	2366.0500	TON	65.00	153793.25	2366.0500	TON	65.00	153793.25	2.87%	
3135	25 CMNT IN TRT BASE MIX-SJG					28.0770	TON	65.00	1825.01	21.9040	TON	65.00	1423.76	**	-401.245
3138	26 CLASS B ASPHALT-SJG					133.5400	TON	16.00	2136.64	164.9700	TON	16.00	2639.52	**	502.88
3139	26 CLASS "B" ASPHALT	16400	TON	16.00	262400.00	23814.0000	TON	16.00	381030.00	23814.0000	TON	16.00	381030.00	45.21%	
3144	27 ASPHALT CEMENT IN MIXTURE	925	TON	165.00	152625.00	1437.1290	TON	165.00	237126.29	1436.2800	TON	165.00	236986.20	55.27%	-140.085
3147	28 ASPHALT IN TACK COAT	50	TON	270.00	13500.00	16.1900	TON	270.00	4371.30	16.1900	TON	270.00	4371.30	-67.62%	
3164	29 CONT REINFORCED CONCRETE PVMNT 10"	49000	CY	23.00	1127000.00	53206.0000	CY	23.00	1223738.00	53206.0000	CY	23.00	1223738.00	8.58%	
3169	30 CONT REINF CONC PVMNT 11"	17800	SY	25.00	445000.00	18722.0000	SY	25.00	468050.00	18722.0000	SY	25.00	468050.00	5.18%	
3174	31 REINFORCED CONCRETE PAVEMENT 10"	1000	CY	30.00	30000.00	1045.0000	CY	30.00	31350.00	1045.0000	CY	30.00	31350.00	4.50%	
	SUBTOTAL				2611025.00				3005703.56				3005017.31		-686.25
3179	32 PAVEMENT TERMINAL ANCHORS	558	LF	100.00	55800.00	555.9000	LF	100.00	55590.00	555.9000	LF	100.00	55590.00	-0.38%	
3184	33 TERMINAL EXPANSION JOINTS	241	LF	120.00	28920.00	193.7000	LF	120.00	23244.00	193.7000	LF	120.00	23244.00	-19.63%	
3189	34 8-INCH CULVERT PIPE	305	LF	6.00	1830.00	28.0000	LF	6.00	168.00	28.0000	LF	6.00	168.00	-90.82%	
3194	35 10-INCH CULVERT PIPE	84	LF	15.00	1260.00	30.0000	LF	15.00	450.00	30.0000	LF	15.00	450.00	-64.29%	
3199	36 12-INCH SEWER PIPE	7035	LF	12.00	84420.00	7867.0000	LF	12.00	94404.00	7867.0000	LF	12.00	94404.00	11.83%	
3204	37 15-INCH SEWER PIPE	3295	LF	24.00	79080.00	3962.5000	LF	24.00	95100.00	3966.0000	LF	24.00	95184.00	20.36%	84
3211	38 18-INCH SEWER PIPE	1429	LF	25.00	35725.00	1423.1000	LF	25.00	35577.50	1425.0000	LF	25.00	35625.00	-0.28%	47.5
3216	39 21-INCH SEWER PIPE	765	LF	22.00	16830.00	866.4000	LF	22.00	19060.80	867.0000	LF	22.00	19074.00	13.33%	13.2
3221	40 24-INCH SEWER PIPE	430	LF	27.00	11610.00	427.8000	LF	27.00	11550.60	429.0000	LF	27.00	11583.00	-0.23%	32.4
3226	41 30-INCH SEWER PIPE	380	LF	33.00	12540.00	493.0000	LF	33.00	16269.00	493.0000	LF	33.00	16269.00	29.74%	
3231	42 60-INCH SEWER PIPE	192	LF	440.00	84480.00	184.0000	LF	440.00	80960.00	184.0000	LF	440.00	80960.00	-4.17%	

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COMPARISON OF QUANTITIES BY OWNERS PAY ESTIMATE                               run date:18-Mar-88

     S BANFIELD INTERCHANGE-SE WASHINGTON ST      AS OF 12/31/87          Contract #9621         file name:BANFQTYS

                                                                                                                                                 SJG AMT
ACCT.  ITEM  DESCRIPTION                     : ORIGINAL BID                        : ODOT PAID QUANTITIES (THRU EST #34)       |SJG QUANTITIES COMPLETE (AS OF 12/31/87)  : PER CENT    LESS
 NO.                                         : QUANTITY UNIT UNIT PRICE  AMOUNT    : QUANTITY    UNIT UNIT PRICE  AMOUNT       |QUANTITY    UNIT UNIT PRICE  AMOUNT       : CHANGE    ODOT AMT
3238    43 66-INCH SEWER PIPE                :   1110 LF      166.00  184260.00 :  1145.5000 LF      166.00   190153.00 |  1146.0000 LF      166.00   190236.00 :    3.24%         83
                                             :                                  :                                      |                                        :                0
3243    44 21-INCH SEWER PIPE EPOXY CTD      :    245 LF       56.00   13720.00 :   245.3000 LF       56.00    13736.80 |   245.0000 LF       56.00    13720.00 :    0.00%      -16.8
                                             :                                  :                                      |                                        :                0
3248    45 8-INCH PRESSURE SEWER PIPE        :   1850 LF       12.00   22200.00 :  1859.0000 LF       12.00    22308.00 |  1859.0000 LF       12.00    22308.00 :    0.49%          0
                                             :                                  :                                      |                                        :                0
3253    46 EXTRA FOR PIPE UNDER PAVEMENT     :   1655 LF       15.00   24825.00 :  1499.5000 LF       15.00    22492.50 |  1500.0000 LF       15.00    22500.00 :   -9.37%        7.5

          SUBTOTAL                                                 658500.00                                    681064.2                                   681315.00                 250.80
                                             :                                  :                                      |                                        :                0
3258    47 BEDDING MATERIAL                  :    165 CY       14.00    2310.00 :    53.3000 CY       14.00      746.20 |    53.3000 CY       14.00      746.20 :  -67.70%          0
                                             :                                  :                                      |                                        :                0
3274    48 MANHOLE, 10-FEET OR LESS DEEP     :     34 EA     1000.00   34000.00 :    34.0000 EA     1000.00    34000.00 |    34.0000 EA     1000.00    34000.00 :    0.00%          0
                                             :                                  :                                      |                                        :                0
3279    49 MANHOLE, 10-20' DEEP              :      5 EA     1200.00    6000.00 :    12.0000 EA     1200.00    14400.00 |    12.0000 EA     1200.00    14400.00 :  140.00%          0
                                             :                                  :                                      |                                        :                0
3284    50 MANHOLE, OVER 20' DEEP            :      1 EA     1700.00    1700.00 :     4.0000 EA     1700.00     6800.00 |     4.0000 EA     1700.00     6800.00 :  300.00%          0
                                             :                                  :                                      |                                        :                0
3289    51 DROP MANHOLES 14-30'              :      3 EA     3800.00   11400.00 :     1.0000 EA     3800.00     3800.00 |     1.0000 EA     3800.00     3800.00 :  -66.67%          0
                                             :                                  :                                      |                                        :                0
3294    52 DROP MANHOLES OVER 30' DEEP       :      2 EA     5500.00   11000.00 :     1.0000 EA     5500.00     5500.00 |     1.0000 EA     5500.00     5500.00 :  -50.00%          0
                                             :                                  :                                      |                                        :                0
3299    53 CONCRETE INLET, TYPE G-1          :     75 EA      390.00   29250.00 :    76.0000 EA      390.00    29640.00 |    76.0000 EA      390.00    29640.00 :    1.33%          0
                                             :                                  :                                      |                                        :                0
3304    54 CONCRETE INLET, TYPE G-1 STG B    :     70 EA      240.00   16800.00 :    63.0000 EA      240.00    15120.00 |    63.0000 EA      240.00    15120.00 :  -10.00%          0
                                             :                                  :                                      |                                        :                0
3309    55 CONCRETE INLET, TYPE G-1 MODIFIED :     16 EA      390.00    6240.00 :    20.0000 EA      390.00     7800.00 |    20.0000 EA      390.00     7800.00 :   25.00%          0
                                             :                                  :                                      |                                        :                0
3314    56 CONCRETE INLET, TYPE G-2          :     25 EA      390.00    9750.00 :    31.0000 EA      390.00    12090.00 |    31.0000 EA      390.00    12090.00 :   24.00%          0
                                             :                                  :                                      |                                        :                0
3319    57 CONCRETE INLET, TYPE G-2MA        :      2 EA      390.00     780.00 :     9.0000 EA      390.00     3510.00 |     9.0000 EA      390.00     3510.00 :  350.00%          0
                                             :                                  :                                      |                                        :                0
3324    58 CONCRETE INLET, TYPE D            :     11 EA      390.00    4290.00 :    10.0000 EA      390.00     3900.00 |    10.0000 EA      390.00     3900.00 :   -9.09%          0
                                             :                                  :                                      |                                        :                0
3329    59 GRAVEL SUMPS                      :      5 EA      900.00    4500.00 :     5.0000 EA      900.00     4500.00 |     5.0000 EA      900.00     4500.00 :    0.00%          0

          SUBTOTAL                                                 138020.00                                    141806.2                                   141806.2                    0
                                             :                                  :                                      |                                        :                0
3334    60 3-INCH POLYETH DRAIN PIPE         :     24 LF        6.00     144.00 :     0.0000 LF        6.00        0.00 |     0.0000 LF        6.00        0.00 : -100.00%          0
                                             :                                  :                                      |                                        :                0
3339    61 8- INCH DRAIN PIPE                :   7300 LF        2.50   18250.00 :  8360.4000 LF        2.50    20901.00 |  8362.0000 LF        2.50    20905.00 :   14.55%          4
                                             :                                  :                                      |                                        :                0
3344    62 12 -INCH DRAIN PIPE               :    610 LF        5.00    3050.00 :   957.0000 LF        5.00     4785.00 |   957.0000 LF        5.00     4785.00 :   56.89%          0
                                             :                                  :                                      |                                        :                0
3349    63 FILTER FABRIC                     :   7800 SY        0.60    4680.00 :  8136.3000 SY        0.60     4881.78 |  8136.4000 SY        0.60     4881.84 :    4.31%       0.06
                                             :                                  :                                      |                                        :                0
3354    64 GRAVEL IN DRAINS                  :   1950 CY       12.00   23400.00 :  2075.2000 CY       12.00    24902.40 |  2071.2000 CY       12.00    24854.40 :    6.22%        -48
                                             :                                  :                                      |                                        :                0
3359    65 GUARD RAIL, TYPE 2A               :   1225 LF       10.40   12740.00 :  2035.0000 LF       10.40    21164.00 |  2035.0000 LF       10.40    21164.00 :   66.12%          0
                                             :                                  :                                      |                                        :                0
3364    66 GUARD RAIL, TYPE 3                :    100 LF       21.00    2100.00 :   154.0000 LF       21.00     3234.00 |   154.0000 LF       21.00     3234.00 :   54.00%          0
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COMPARISON OF QUANTITIES BY OWNERS PAY ESTIMATE run date:10-Mar-88

S BANFIELD INTERCHANGE-SE WASHINGTON ST AS OF 12/31/87 Contract #9621 file name:BANFQTYS

ACCT. NO.	ITEM DESCRIPTION	ORIGINAL BID QUANTITY	UNIT	UNIT PRICE	AMOUNT	ODOT PAID QUANTITIES (THRU EST #34) QUANTITY	UNIT	UNIT PRICE	AMOUNT	SJG QUANTITIES COMPLETE (AS OF 12/31/87) QUANTITY	UNIT	UNIT PRICE	AMOUNT	PER CENT CHANGE	SJG AMT LESS ODOT AMT
3369	67 GUARD RAIL ANCHORS, TYPE 1	4	EA	350.00	1400.00	6.0000	EA	350.00	2100.00	6.0000	EA	350.00	2100.00	50.00%	
3374	68 EXTRA FOR GUARDRAIL BRDG CONNECT	4	EA	330.00	1320.00	6.0000	EA	330.00	1980.00	6.0000	EA	330.00	1980.00	50.00%	
3379	69 RAIL END PIECES, TYPE C	4	EA	90.00	360.00	6.0000	EA	90.00	540.00	6.0000	EA	90.00	540.00	50.00%	
3384	70 CL-6A CHAIN LINK FENCE	1860	LF	8.50	15810.00	1787.0000	LF	8.50	15189.50	1787.0000	LF	8.50	15189.50	-3.92%	
3389	71 CONCRETE WALKS	860	SY	11.50	9890.00	893.4000	SY	11.50	10274.10	893.4000	SY	11.50	10274.10	3.88%	
3394	72 CONCRETE DRIVEWAYS	200	SY	14.50	2900.00	79.0000	SY	14.50	1145.50	79.0000	SY	14.50	1145.50	-60.50%	
3398	73 CONC SURFACE SJG WRK **					56.0000	SY	11.50	644.00	56.0000	SY	11.50	644.00	**	
3399	73 4-INCH CONCRETE SURFACING **	3000	SY	11.50	34500.00	3219.0000	SY	11.50	37018.50	3222.0000	SY	11.50	37053.00	9.27%	34.5
3404	74 CONCRETE CURBS, TYPE B-1	5800	LF	2.65	15370.00	5373.0000	LF	2.65	14238.45	5373.0000	LF	2.65	14238.45	-7.36%	
	SUBTOTAL				145914.00				162990.23				162980.79		-9.44
3409	75 CONCRETE CURBS, TYPE B-1 MODIFIED	24300	LF	3.00	72900.00	24133.2000	LF	3.00	72399.60	24133.2000	LF	3.00	72399.60	-0.69%	
3414	76 CONCRETE CURBS, TYPE C	3600	LF	3.05	10980.00	4306.4000	LF	3.05	13134.52	4306.4000	LF	3.05	13134.52	19.62%	
3419	77 CONCRETE CURBS, TYPE G-1 MODIFIED	120	LF	3.50	420.00	201.9000	LF	3.50	706.65	223.9000	LF	3.50	783.65	86.58%	77
3424	78 EXTRA FOR ASPHALT APPROACHES	2	EA	250.00	500.00	1.0000	EA	250.00	250.00	1.0000	EA	250.00	250.00	-50.00%	
3429	79 CONCRETE BARRIER, STANDARD	9350	LF	13.50	126225.00	15010.0000	LF	13.50	202635.00	15010.0000	LF	13.50	202635.00	60.53%	
3430	80 CONCRETE BARRIER, NONSTANDARD	1650	LF	20.00	33000.00	1620.0000	LF	20.00	32400.00	1620.0000	LF	20.00	32400.00	-1.82%	
3449	81 TEMPORARY CONCRETE BARRIER	950	LF	10.00	9500.00	150.0000	LF	10.00	1500.00	150.0000	LF	10.00	1500.00	-84.21%	
3454	82 DRAINAGE CURBS	800	LF	2.25	1800.00	0.0000	LF	2.25	0.00	0.0000	LF	2.25	0.00	-100.00%	
3459	83 DELINEATORS, TYPE 2	88	EA	18.00	1584.00	190.0000	EA	18.00	3420.00	190.0000	EA	18.00	3420.00	115.91%	
3464	84 DELINEATORS, TYPE 3	90	EA	21.00	1890.00	112.0000	EA	21.00	2352.00	112.0000	EA	21.00	2352.00	24.44%	
3469	85 DELINEATORS, TYPE 4	5	EA	8.00	40.00	0.0000	EA	8.00	0.00	0.0000	EA	8.00	0.00	-100.00%	
	SUBTOTAL				258839.00				328797.77				328874.77		77
3474	86 24-INCH GLARE SHIELD BLADES	1700	EA	12.00	20400.00	1852.0000	EA	12.00	22224.00	1852.0000	EA	12.00	22224.00	8.94%	
3479	87 REFLECTORS	210	EA	5.50	1155.00	234.0000	EA	5.50	1287.00	234.0000	EA	5.50	1287.00	11.43%	
3484	88 CAPPING INLETS	2	EA	225.00	450.00	2.0000	EA	225.00	450.00	2.0000	EA	225.00	450.00	0.00%	

COMPARISON OF QUANTITIES BY OWNERS PAY ESTIMATE   run date:18-Mar-88

S BANFIELD INTERCHANGE-SE WASHINGTON ST   AS OF 12/31/87   Contract #9521   file name:BANFQTYS

ACCT. NO.	ITEM DESCRIPTION	ORIGINAL BID				ODOT PAID QUANTITIES (THRU EST 034)				SJG QUANTITIES COMPLETE (AS OF 12/31/87)				PER CENT	SJG AMT LESS ODOT AMT
		QUANTITY	UNIT	UNIT PRICE	AMOUNT	QUANTITY	UNIT	UNIT PRICE	AMOUNT	QUANTITY	UNIT	UNIT PRICE	AMOUNT	CHANGE	
3489	89 MONO CRYSTAL TYPE I MARKERS	220	EA	3.75	825.00	739.0000	EA	3.75	2771.25	739.0000	EA	3.75	2771.25	235.91%	0
3494	90 WHITE TYPE II MARKERS	880	EA	2.25	1980.00	3327.0000	EA	2.25	7485.75	3327.0000	EA	2.25	7485.75	278.07%	0
3499	91 ROADSIDE SEEDING & MULCHING	32	AC	450.00	14400.00	26.6300	AC	450.00	11983.50	27.5000	AC	450.00	12375.00	-14.06%	391.5
	SUBTOTAL				39210.00				46201.5				46593.00		391.50
	BRIDGE NO 13516														0
3582	92 SHORING AND CRIBBING ETC	1	LS	10000.00	10000.00	1.0000	LS	10000.00	10000.00	1.0000	LS	10000.00	10000.00	0.00%	0
3587	93 STRUCTURE EXCAVATION	665	CY	5.00	3325.00	430.1000	CY	5.00	2150.50	430.1400	CY	5.00	2150.70	-35.32%	0.2
3592	94 SPECIAL WALL BACKFILL	150	CY	15.00	2250.00	89.0000	CY	15.00	1335.00	88.9700	CY	15.00	1334.55	-40.69%	-0.45
3597	95 FURNISH PILE DRIVING EQUIPMENT	1	LS	5000.00	5000.00	1.0000	LS	5000.00	5000.00	1.0000	LS	5000.00	5000.00	0.00%	0
3602	96 FURNISH C.I.P. PILING	4489	LF	10.00	44890.00	3980.0000	LF	10.00	39800.00	3805.0000	LF	10.00	38050.00	-15.24%	-1750
3607	97 DRIVE STEEL PILE SHELLS	4489	LF	6.00	26934.00	4301.0000	LF	6.00	25806.00	4120.0000	LF	6.00	24720.00	-8.22%	-1086
	SUBTOTAL				92399.00				84091.5				81255.25		-2836.25
3612	98 DRILLING PILE HOLES	450	LF	20.00	9000.00	344.0000	LF	20.00	6880.00	344.0000	LF	20.00	6880.00	-23.56%	0
3617	99 STRUCT CONCRETE, CLASS 3300	1	LS	150000.00	150000.00	1.0000	LS	150000.00	150000.00	1.0000	LS	150000.00	150000.00	0.00%	0
3622	100 STRUCT CONCRETE, CLASS 4000	1	LS	50000.00	50000.00	1.0000	LS	50000.00	50000.00	1.0000	LS	50000.00	50000.00	0.00%	0
3627	101 STRUCT CONCRETE, CLASS 4500	1	LS	50000.00	50000.00	1.0000	LS	50000.00	50000.00	1.0000	LS	50000.00	50000.00	0.00%	0
3632	102 STRUCT CONCRETE, CLASS 5000	1	LS	225520.00	225520.00	1.0000	LS	225520.00	225520.00	1.0000	LS	225520.00	225520.00	0.00%	0
3637	103 EXPANSION JOINT SINGLE SEAL	66	LF	100.00	6600.00	67.0000	LF	100.00	6700.00	67.0000	LF	100.00	6700.00	1.52%	0
3642	104 REINFORCEMENT	1	LS	95000.00	95000.00	1.0000	LS	95000.00	95000.00	1.0000	LS	95000.00	95000.00	0.00%	0
3647	105 COATED REINFORCEMENT	1	LS	17000.00	17000.00	1.0000	LS	17000.00	17000.00	1.0000	LS	17000.00	17000.00	0.00%	0
3652	106 PRESTRESSING STEEL	1	LS	150000.00	150000.00	1.0000	LS	150000.00	150000.00	1.0000	LS	150000.00	150000.00	0.00%	0
3657	107 REINF CONC BRDG END PANELS	112	SY	50.00	5600.00	112.0000	SY	50.00	5600.00	112.0000	SY	50.00	5600.00	0.00%	0
3662	108 BEARING DEVICES BENT 1	2	EA	1100.00	2200.00	2.0000	EA	1100.00	2200.00	2.0000	EA	1100.00	2200.00	0.00%	0
3667	109 BEARING DEVICES BENT 4	2	EA	1100.00	2200.00	2.0000	EA	1100.00	2200.00	2.0000	EA	1100.00	2200.00	0.00%	0
3672	110 1-1/2-INCH ELECTR CONDUIT	556	LF	5.00	2780.00	559.0000	LF	5.00	2795.00	559.0000	LF	5.00	2795.00	0.54%	0
3677	111 6-INCH PIPE IN STRUCTURE	20	LF	12.00	240.00	16.0000	LF	12.00	192.00	16.0000	LF	12.00	192.00	-20.00%	0

COMPARISON OF QUANTITIES BY OWNERS PAY ESTIMATE run date:18-Mar-88

S BANFIELD INTERCHANGE-SE WASHINGTON ST AS OF 12/31/87 Contract 09621 file name:BANFQTYS

ACCT. NO.	ITEM DESCRIPTION	ORIGINAL BID QUANTITY UNIT	UNIT PRICE	AMOUNT	ODOT PAID QUANTITIES (THRU EST 034) QUANTITY UNIT	UNIT PRICE	AMOUNT	SJG QUANTITIES COMPLETE (AS OF 12/31/87) QUANTITY UNIT	UNIT PRICE	AMOUNT	PER CENT CHANGE	SJG AMT LESS ODOT AMT
3682	112 8-INCH PIPE IN STRUCTURE	110 LF	16.00	1760.00	156.8000 LF	16.00	2508.80	156.8000 LF	16.00	2508.80	42.55%	0
3687	113 LOOSE RIPRAP CL 50	500 CY	18.00	9000.00	616.7000 CY	18.00	11100.60	616.7000 CY	18.00	11100.60	23.34%	0
	BRIDGE NO 13516D											
3692	114 SHORING AND CRIBBING	1 LS	15000.00	15000.00	1.0000 LS	15000.00	15000.00	1.0000 LS	15000.00	15000.00	0.00%	0
3697	115 STRUCTURE EXCAVATION	1200 CY	5.00	6000.00	1097.0000 CY	5.00	5485.00	1097.0000 CY	5.00	5485.00	-8.58%	0
	SUBTOTAL			898295.00			798181.4			798181.4		0
3702	116 FURNISH PILE DRIVING EQUIPMENT	1 LS	5000.00	5000.00	1.0000 LS	5000.00	5000.00	1.0000 LS	5000.00	5000.00	0.00%	0
3707	117 FURNISH C.I.P. PILING	11432 LF	10.00	114320.00	8689.0000 LF	10.00	86890.00	8688.0000 LF	10.00	86880.00	-24.00%	-10
3712	118 DRIVE STEEL PILE SHELLS	11432 LF	6.00	68592.00	9468.0000 LF	6.00	56808.00	9468.2500 LF	6.00	56809.50	-17.18%	1.5
3717	119 STRUCT CONCRETE, CLASS 3300	1 LS	150000.00	150000.00	1.0000 LS	150000.00	150000.00	1.0000 LS	150000.00	150000.00	0.00%	0
3722	120 STRUCT CONCRETE, CLASS 4000	1 LS	30000.00	30000.00	1.0000 LS	30000.00	30000.00	1.0000 LS	30000.00	30000.00	0.00%	0
3727	121 STRUCT CONCRETE, CLASS 5000	1 LS	600000.00	600000.00	1.0000 LS	600000.00	600000.00	1.0000 LS	600000.00	600000.00	0.00%	0
3732	122 EXPANSION JOINTS SINGLE SEAL	75 LF	100.00	7500.00	75.0000 LF	100.00	7500.00	75.0000 LF	100.00	7500.00	0.00%	0
3737	123 EXPANSION JOINTS DOUBLE SEAL	75 LF	500.00	37500.00	75.0000 LF	500.00	37500.00	75.0000 LF	500.00	37500.00	0.00%	0
3742	124 REINFORCEMENT	1 LS	256000.00	256000.00	1.0000 LS	256000.00	256000.00	1.0000 LS	256000.00	256000.00	0.00%	0
3747	125 COATED REINFORCEMENT	1 LS	45000.00	45000.00	1.0000 LS	45000.00	45000.00	1.0000 LS	45000.00	45000.00	0.00%	0
3752	126 PRESTRESSING STEEL	1 LS	394000.00	394000.00	1.0000 LS	394000.00	394000.00	1.0000 LS	394000.00	394000.00	0.00%	0
3757	127 REINF CONC BRDG END PANELS	134 SY	50.00	6700.00	133.0000 SY	50.00	6650.00	133.0000 SY	50.00	6650.00	-0.75%	0
3762	128 BEARING DEVICES BENT 1	2 EA	1150.00	2300.00	2.0000 EA	1150.00	2300.00	2.0000 EA	1150.00	2300.00	0.00%	0
3767	129 BEARING DEVICES SPAN 3 HINGE	2 EA	1150.00	2300.00	2.0000 EA	1150.00	2300.00	2.0000 EA	1150.00	2300.00	0.00%	0
3772	130 BEARING DEVICES SPAN 6 HINGE	2 EA	1150.00	2300.00	2.0000 EA	1150.00	2300.00	2.0000 EA	1150.00	2300.00	0.00%	0
3777	131 BEARING DEVICES BENT 8	2 EA	1150.00	2300.00	2.0000 EA	1150.00	2300.00	2.0000 EA	1150.00	2300.00	0.00%	0
3782	132 CONCRETE SLOPE PAVING	165 SY	25.00	4125.00	216.3000 SY	25.00	5407.50	216.3000 SY	25.00	5407.50	31.09%	0
3787	133 SLOPE PAVING CURBS	100 LF	6.00	600.00	112.4000 LF	6.00	674.40	112.4000 LF	6.00	674.40	12.40%	0
3792	134 3/4-INCH ELECTRICAL CONDUIT	60 LF	4.00	240.00	45.0000 LF	4.00	180.00	45.0000 LF	4.00	180.00	-25.00%	0

COMPARISON OF QUANTITIES BY OWNERS PAY ESTIMATE run date:18-Mar-88

S BANFIELD INTERCHANGE-SE WASHINGTON ST AS OF 12/31/87 Contract #9621 file name:BANFQTYS

ACCT. NO.	ITEM	DESCRIPTION	ORIGINAL BID				ODOT PAID QUANTITIES (THRU EST #34)				SJG QUANTITIES COMPLETE (AS OF 12/31/87)				PER CENT	SJG AMT LESS
			QUANTITY	UNIT	UNIT PRICE	AMOUNT	QUANTITY	UNIT	UNIT PRICE	AMOUNT	QUANTITY	UNIT	UNIT PRICE	AMOUNT	CHANGE	ODOT AMT
3797	135	1-1/2-INCH ELECTRICAL CONDUIT	1456	LF	5.00	7280.00	1442.0000	LF	5.00	7210.00	1442.0000	LF	5.00	7210.00	-0.96%	0
3802	136	6-INCH PIPE IN STRUCTURE	100	LF	12.00	1200.00	81.0000	LF	12.00	972.00	81.0000	LF	12.00	972.00	-19.00%	0
3807	137	8-INCH PIPE IN STRUCTURE	635	LF	16.00	10160.00	656.0000	LF	16.00	10496.00	656.0000	LF	16.00	10496.00	3.31%	0
3812	138	CORROSION PROTECTION	1	LS	4000.00	4000.00	1.0000	LS	4000.00	4000.00	1.0000	LS	4000.00	4000.00	0.00%	0
		BRIDGE NO 13516F														
3817	164	SHORING AND CRIBBING	1	LS	3000.00	3000.00	1.0000	LS	3000.00	3000.00	1.0000	LS	3000.00	3000.00	0.00%	0
3822	165	STRUCTURE EXCAVATION	310	CY	5.00	1550.00	323.8000	CY	5.00	1619.00	323.8000	CY	5.00	1619.00	4.45%	0
3827	166	STRUCT EXCAV BELOW ELEVATION SHOWN	30	CY	7.00	210.00	0.0000	CY	7.00	0.00	0.0000	CY	7.00	0.00	-100.00%	0
		SUBTOTAL				1852422.00				1710106.9				1710098.4		-8.5
3832	167	SPECIAL WALL BACKFILL	110	CY	10.00	1100.00	60.2000	CY	10.00	602.00	85.4200	CY	10.00	854.20	-22.35%	252.2
3837	168	STRUCT CONCRETE, CLASS 3300	1	LS	55000.00	55000.00	1.0000	LS	55000.00	55000.00	1.0000	LS	55000.00	55000.00	0.00%	0
3842	169	STRUCT CONCRETE, CLASS 5000	1	LS	55000.00	55000.00	1.0000	LS	55000.00	55000.00	1.0000	LS	55000.00	55000.00	0.00%	0
3847	170	REINFORCEMENT	1	LS	23000.00	23000.00	1.0000	LS	23000.00	23000.00	1.0000	LS	23000.00	23000.00	0.00%	0
3852	171	COATED REINFORCEMENT	1	LS	4500.00	4500.00	1.0000	LS	4500.00	4500.00	1.0000	LS	4500.00	4500.00	0.00%	0
3857	172	PRESTRESSING STEEL	1	LS	47000.00	47000.00	1.0000	LS	47000.00	47000.00	1.0000	LS	47000.00	47000.00	0.00%	0
3862	173	REINF CONC BRDG END PANELS	90	SY	50.00	4500.00	91.0000	SY	50.00	4550.00	91.0000	SY	50.00	4550.00	1.11%	0
3867	174	BEARING DEVICES BENT 1	2	EA	1200.00	2400.00	2.0000	EA	1200.00	2400.00	2.0000	EA	1200.00	2400.00	0.00%	0
3872	175	BEARING DEVICES BENT 2	2	EA	1300.00	2600.00	2.0000	EA	1300.00	2600.00	2.0000	EA	1300.00	2600.00	0.00%	0
3877	176	CONCRETE SLOPE PAVING	220	SY	25.00	5500.00	246.3000	SY	25.00	6157.50	246.3000	SY	25.00	6157.50	11.95%	0
3882	177	SLOPE PAVING CURBS	190	LF	6.00	1140.00	206.2000	LF	6.00	1237.20	206.2000	LF	6.00	1237.20	8.53%	0
3887	178	1-1/2-INCH ELECT CONDUIT	300	LF	5.00	1500.00	315.0000	LF	5.00	1575.00	315.0000	LF	5.00	1575.00	5.00%	0
		BRIDGE NO 13516G														
3892	179	SHORING CRIBBING	1	LS	5000.00	5000.00	1.0000	LS	5000.00	5000.00	1.0000	LS	5000.00	5000.00	0.00%	0
3897	180	STRUCTURE EXCAVATION	825	CY	5.00	4125.00	509.0000	CY	5.00	2545.00	509.0300	CY	5.00	2545.15	-38.30%	0.15
3902	181	STRUCTURE EXCAV BELOW ELEVATION SHO	80	CY	6.00	480.00	0.0000	CY	6.00	0.00	0.0000	CY	6.00	0.00	-100.00%	0
3907	182	SPECIAL WALL BACKFILL	200	CY	10.00	2000.00	94.0000	CY	10.00	940.00	94.0000	CY	10.00	940.00	-53.00%	0

COMPARISON OF QUANTITIES BY OWNERS PAY ESTIMATE run date:18-Mar-88

S BANFIELD INTERCHANGE-SE WASHINGTON ST AS OF 12/31/87 Contract #9621 file name:BANFQTYS

ACCT. NO.	ITEM DESCRIPTION	ORIGINAL BID QUANTITY	UNIT	UNIT PRICE	AMOUNT	ODOT PAID QUANTITIES (THRU EST #34) QUANTITY	UNIT	UNIT PRICE	AMOUNT	SJG QUANTITIES COMPLETE (AS OF 12/31/87) QUANTITY	UNIT	UNIT PRICE	AMOUNT	PER CENT CHANGE	SJG AMT LESS ODOT AMT
4000	183 STRUCTURAL CONCRETE CL 3300	1	LS	55000.00	55000.00	1.0000	LS	55000.00	55000.00	1.0000	LS	55000.00	55000.00	0.00%	0
4005	184 STRUCTURAL CONCRETE CL 4000	1	LS	30000.00	30000.00	1.0000	LS	30000.00	30000.00	1.0000	LS	30000.00	30000.00	0.00%	0
4015	185 STRUCTURAL CONCRETE CL 5000	1	LS	130000.00	130000.00	1.0000	LS	130000.00	130000.00	1.0000	LS	130000.00	130000.00	0.00%	0
4020	186 REINFORCEMENT	1	LS	62500.00	62500.00	1.0000	LS	62500.00	62500.00	1.0000	LS	62500.00	62500.00	0.00%	0
4025	187 COATED REINFORCEMENT	1	LS	10000.00	10000.00	1.0000	LS	10000.00	10000.00	1.0000	LS	10000.00	10000.00	0.00%	0
4030	188 PRESTRESSING STEEL	1	LS	83000.00	83000.00	1.0000	LS	83000.00	83000.00	1.0000	LS	83000.00	83000.00	0.00%	0
4035	189 REINF CONC BRDG END PANELS	130	SY	50.00	6500.00	130.0000	SY	50.00	6500.00	130.0000	SY	50.00	6500.00	0.00%	0
4040	190 BEARING DEVICES BENT 1	2	EA	850.00	1700.00	2.0000	EA	850.00	1700.00	2.0000	EA	850.00	1700.00	0.00%	0
4045	191 BEARING DEVICES BENT 4	2	EA	850.00	1700.00	2.0000	EA	850.00	1700.00	2.0000	EA	850.00	1700.00	0.00%	0
4050	192 CONCRETE SLOPE PAVING	600	SY	25.00	15000.00	552.3000	SY	25.00	13807.50	552.3000	SY	25.00	13807.50	-7.95%	0
	SUBTOTAL				618245.00				606314.2				606566.55		
4055	193 SLOPE PAVING CURBS	320	LF	6.00	1920.00	335.0000	LF	6.00	2010.00	335.0000	LF	6.00	2010.00	4.69%	0
4060	194 3/4-INCH ELECTRICAL CONDUIT	215	LF	4.00	860.00	321.5000	LF	4.00	1286.00	321.5000	LF	4.00	1286.00	49.53%	0
4062	195 1-1/2-INCH ELECTRICAL CONDUIT	425	LF	5.00	2125.00	429.4000	LF	5.00	2147.00	429.4000	LF	5.00	2147.00	1.04%	0
	BRIDGE 13516J														
4070	196 SHORING CRIBBING	1	LS	15000.00	15000.00	1.0000	LS	15000.00	15000.00	1.0000	LS	15000.00	15000.00	0.00%	0
4075	197 STRUCTURE EXCAVATION	2100	CY	5.00	10500.00	2118.1000	CY	5.00	10590.50	2119.0700	CY	5.00	10595.35	0.91%	4.85
4080	198 FURN PILE DRIVING EQUIPMENT	1	LS	5000.00	5000.00	1.0000	LS	5000.00	5000.00	1.0000	LS	5000.00	5000.00	0.00%	0
4085	199 FURN C.I.P. PILING	9546	LF	10.00	95460.00	9763.0000	LF	10.00	97630.00	9761.0000	LF	10.00	97610.00	2.25%	-20
4090	200 DRIVE STEEL PILE SHELLS	9546	LF	7.00	66822.00	9935.0000	LF	7.00	69545.00	9926.5000	LF	7.00	69485.50	3.99%	-59.5
4095	201 STRUCTURAL CONCRETE CL 3300	1	LS	180000.00	180000.00	1.0000	LS	180000.00	180000.00	1.0000	LS	180000.00	180000.00	0.00%	0
4097	202 STRUCTURAL CONCRETE CL 4000	1	LS	50000.00	50000.00	1.0000	LS	50000.00	50000.00	1.0000	LS	50000.00	50000.00	0.00%	0
4099	203 STRUCTURAL CONCRETE CL 5000	1	LS	720000.00	720000.00	1.0000	LS	720000.00	720000.00	1.0000	LS	720000.00	720000.00	0.00%	0
4101	204 EXPANSION JOINTS SINGLE SEAL	98	LF	110.00	10780.00	69.4000	LF	110.00	7634.00	69.4000	LF	110.00	7634.00	-29.18%	0
4102	205 EXPANSION JOINTS DOUBLE SEAL	58	LF	450.00	26100.00	87.0000	LF	450.00	39150.00	87.0000	LF	450.00	39150.00	50.00%	0

COMPARISON OF QUANTITIES BY OWNERS PAY ESTIMATE run date:18-Mar-88

S BANFIELD INTERCHANGE-SE WASHINGTON ST AS OF 12/31/87 Contract #9621 file name:BANFQTYS

ACCT. NO.	ITEM DESCRIPTION	ORIGINAL BID QUANTITY	UNIT	UNIT PRICE	AMOUNT	ODOT PAID QUANTITIES (THRU EST #34) QUANTITY	UNIT	UNIT PRICE	AMOUNT	SJG QUANTITIES COMPLETE (AS OF 12/31/87) QUANTITY	UNIT	UNIT PRICE	AMOUNT	PER CENT CHANGE	SJG AMT LESS ODOT AMT
4107	206 REINFORCEMENT	1	LS	382000.00	382000.00	1.0000	LS	382000.00	382000.00	1.0000	LS	382000.00	382000.00	0.00%	0
4112	207 PRESTRESSING STEEL	1	LS	385000.00	385000.00	1.0000	LS	385000.00	385000.00	1.0000	LS	385000.00	385000.00	0.00%	0
4117	208 REINF CONCRETE BRDG END PANELS	160	SY	50.00	8000.00	155.8000	SY	50.00	7790.00	155.8000	SY	50.00	7790.00	-2.62%	0
4119	209 BEARING DEVICES BENT 1	2	EA	1200.00	2400.00	2.0000	EA	1200.00	2400.00	2.0000	EA	1200.00	2400.00	0.00%	0
4121	210 BEARING DEVICES SPAN 3 HINGE	2	EA	1400.00	2800.00	2.0000	EA	1400.00	2800.00	2.0000	EA	1400.00	2800.00	0.00%	0
4123	211 BEARING DEVICES SPAN 6 HINGE	2	EA	1300.00	2600.00	2.0000	EA	1300.00	2600.00	2.0000	EA	1300.00	2600.00	0.00%	0
4125	212 BEARING DEVICES SPAN 9 HINGE	2	EA	1200.00	2400.00	2.0000	EA	1200.00	2400.00	2.0000	EA	1200.00	2400.00	0.00%	0
4127	213 BEARING DEVICES BENT 11	2	EA	1500.00	3000.00	2.0000	EA	1500.00	3000.00	2.0000	EA	1500.00	3000.00	0.00%	0
4129	214 THREE PIPE STEEL RAILING	2685	LF	45.00	120825.00	2686.0000	LF	45.00	120870.00	2686.0000	LF	45.00	120870.00	0.04%	0
4134	215 CONCRETE SLOPE PAVING	140	SY	25.00	3500.00	0.0000	SY	25.00	0.00	0.0000	SY	25.00	0.00	-100.00%	0
4139	216 SLOPE PAVING CURBS	70	LF	6.00	420.00	0.0000	LF	6.00	0.00	0.0000	LF	6.00	0.00	-100.00%	0
4144	217 3/4-INCH ELECTRICAL CONDUIT	552	LF	4.00	2208.00	1045.0000	LF	4.00	4180.00	1045.0000	LF	4.00	4180.00	89.31%	0
4149	218 1-INCH ELECTRICAL CONDUIT	1220	LF	5.00	6100.00	1583.0000	LF	5.00	7915.00	1583.0000	LF	5.00	7915.00	29.75%	0
	SUBTOTAL				2105820.00				2120947.5				2120872.85		-74.65
4154	219 3-INCH ELECTRICAL CONDUIT	80	LF	10.00	800.00	116.0000	LF	10.00	1160.00	116.0000	LF	10.00	1160.00	45.00%	0
4159	220 6-INCH PIPE & STRUCTURE	30	LF	12.00	360.00	32.0000	LF	12.00	384.00	32.0000	LF	12.00	384.00	6.67%	0
4161	221 8-INCH PIPE & STRUCTURE	180	LF	16.00	2880.00	98.5000	LF	16.00	1576.00	98.5000	LF	16.00	1576.00	-45.28%	0
4163	222 8-INCH HALF ROUND DECK DRAIN	1305	LF	9.00	11745.00	0.0000	LF	9.00	0.00	0.0000	LF	9.00	0.00	-100.00%	0
4168	223 MEMBRANE WATERPROOFING	5225	SY	50.00	261250.00	0.0000	SY	50.00	0.00	0.0000	SY	50.00	0.00	-100.00%	0
4173	224 CORROSION PROTECTION	1	LS	7000.00	7000.00	1.0000	LS	7000.00	7000.00	1.0000	LS	7000.00	7000.00	0.00%	0
	BRIDGE NO 16544:														0
4178	256 SHORING CRIBBING	1	LS	25000.00	25000.00	1.0000	LS	25000.00	25000.00	1.0000	LS	25000.00	25000.00	0.00%	0
4183	257 STRUCTURE EXCAVATION	1350	CY	3.00	4050.00	1405.1000	CY	3.00	4215.30	1405.1000	CY	3.00	4215.30	4.08%	0
4185	258 STRUCT EXCAV BELOW ELEV SHOWN	135	CY	6.00	810.00	0.0000	CY	6.00	0.00	0.0000	CY	6.00	0.00	-100.00%	0
4187	259 SPECIAL WALL BACKFILL	1050	CY	10.00	10500.00	663.5000	CY	10.00	6635.00	663.5000	CY	10.00	6635.00	-36.81%	0
4189	260 STRUCTURAL CONCRETE CL 3300	1	LS	135000.00	135000.00	1.0000	LS	135000.00	135000.00	1.0000	LS	135000.00	135000.00	0.00%	0

COMPARISON OF QUANTITIES BY OWNERS PAY ESTIMATE run date:18-Mar-88

S BANFIELD INTERCHANGE-SE WASHINGTON ST AS OF 12/31/87 Contract #9621 file name:BANFQTYS

ACCT. NO.	ITEM DESCRIPTION	ORIGINAL BID				ODOT PAID QUANTITIES (THRU EST #34)				SJG QUANTITIES COMPLETE (AS OF 12/31/87)				PER CENT	SJG AMT LESS
		QUANTITY	UNIT	UNIT PRICE	AMOUNT	QUANTITY	UNIT	UNIT PRICE	AMOUNT	QUANTITY	UNIT	UNIT PRICE	AMOUNT	CHANGE	ODOT AMT
4191	261 REINFORCEMENT	1	LS	40000.00	40000.00	1.0000	LS	40000.00	40000.00	1.0000	LS	40000.00	40000.00	0.00%	0
4196	262 THREE TUBE STEEL RAILING	186	LF	45.00	8370.00	192.2000	LF	45.00	8649.00	192.2000	LF	45.00	8649.00	3.33%	0
4201	263 CL-100 CHAIN LINK FENCE	104	LF	30.00	3120.00	104.0000	LF	30.00	3120.00	104.0000	LF	30.00	3120.00	0.00%	0
4206	264 1-INCH ELECTRICAL CONDUIT	20	LF	5.00	100.00	14.0000	LF	5.00	70.00	14.0000	LF	5.00	70.00	-30.00%	0
4211	265 1-1/2-INCH ELECTRICAL CONDUIT	300	LF	5.00	1500.00	292.4000	LF	5.00	1462.00	292.4000	LF	5.00	1462.00	-2.53%	0
4216	266 WATERPROFFING	1000	SY	10.00	10000.00	1060.3000	SY	10.00	10603.00	1060.3000	SY	10.00	10603.00	6.03%	0
	RETAINING WALLS:														0
4218	267 RETAINING WALL NO 1	1	LS	275000.00	275000.00	1.0000	LS	275000.00	275000.00	1.0000	LS	275000.00	275000.00	0.00%	0
	SUBTOTAL				865485.00				527874.3				527874.3		0
4241	268 RETAINING WALL NO 2	1	LS	450000.00	450000.00	1.0000	LS	450000.00	450000.00	1.0000	LS	450000.00	450000.00	0.00%	0
4242	269 RETAINING WALL NO 3	1	LS	110000.00	110000.00	1.0000	LS	110000.00	110000.00	1.0000	LS	110000.00	110000.00	0.00%	0
4243	270 RETAINING WALL NO 4	1	LS	90000.00	90000.00	1.0000	LS	90000.00	90000.00	1.0000	LS	90000.00	90000.00	0.00%	0
	SUBTOTAL				650000.00				650000				650000.00		0.00
	WALLS 5 THRU 21, 25-26:														0
4253	271 SHORING CRIBBING FOR WALLS	1	LS	20000.00	20000.00	1.0000	LS	20000.00	20000.00	1.0000	LS	20000.00	20000.00	0.00%	0
4254	272 STRUCT EXCAV FOR WALLS	9090	CY	4.00	36360.00	4950.8000	CY	4.00	19803.20	4950.7200	CY	4.00	19802.88	-45.54%	-0.32
4255	273 SPECIAL WALL BACKFILL	5490	CY	10.00	54900.00	6342.1000	CY	10.00	63421.00	6326.8500	CY	10.00	63268.50	15.24%	-152.5
4257	274 CONCRETE IN RETAINING WALLS	2885	CY	130.00	375050.00	3141.0000	CY	130.00	408330.00	3332.8200	CY	130.00	433266.60	15.52%	24936.6
4285	275 REINFORCEMENT IN RET WALLS	312900	LB	0.34	106386.00	330248.0000	LB	0.34	112284.32	330148.0000	LB	0.34	112250.32	5.51%	-34
4289	276 COATED REINF IN RETAIN WALLS	17700	LB	0.45	7965.00	18197.0000	LB	0.45	8188.65	18197.0000	LB	0.45	8188.65	2.81%	0
	SOUND WALLS:														0
4294	277 SOUND WALL NO 22	1	LS	160000.00	160000.00	1.0000	LS	160000.00	160000.00	1.0000	LS	160000.00	160000.00	0.00%	0
	SUBTOTAL				768661.00				800027.17				824776.95		24749.78
	WALLS 23 & 24:														0
4302	278 STRUCT EXCAV FOR SOUND WALLS	350	CY	8.00	2800.00	449.0000	CY	8.00	3592.00	447.5000	CY	8.00	3580.00	27.86%	-12

COMPARISON OF QUANTITIES BY OWNERS PAY ESTIMATE run date:18-Mar-88

S BANFIELD INTERCHANGE-SE WASHINGTON ST AS OF 12/31/87 Contract #9621 file name:BANFQTYS

ACCT. NO.	ITEM DESCRIPTION	ORIGINAL BID				ODOT PAID QUANTITIES (THRU EST #34)				SJG QUANTITIES COMPLETE (AS OF 12/31/87)				PER CENT	SJG AMT LESS
		QUANTITY	UNIT	UNIT PRICE	AMOUNT	QUANTITY	UNIT	UNIT PRICE	AMOUNT	QUANTITY	UNIT	UNIT PRICE	AMOUNT	CHANGE	ODOT AMT
4304	279 8-INCH BLOCK WALLS	8760	SF	6.50	56940.00	8317.9000	SF	6.50	54066.35	8330.3000	SF	6.50	54146.95	-4.91%	80.6
4309	280 BLOCK WALL FOOTINGS	3140	SF	3.00	9420.00	3200.9000	SF	3.00	9602.70	3171.4000	SF	3.00	9514.20	1.00%	-88.5
	SIGNING														0
4316	281 REMOVE EXISTING SIGN INSTALLTNS	1	LS	2000.00	2000.00	1.0000	LS	2000.00	2000.00	1.0000	LS	2000.00	2000.00	0.00%	0
4321	282 WOOD SIGN POSTS	1	LS	4000.00	4000.00	1.0000	LS	4000.00	4000.00	1.0000	LS	4000.00	4000.00	0.00%	0
4326	283 SIGN SUPPORT FOOTINGS	1	LS	50000.00	50000.00	1.0000	LS	50000.00	50000.00	1.0000	LS	50000.00	50000.00	0.00%	0
4331	284 EMERGENCY SIGN POSTS	1	LS	2000.00	2000.00	1.0000	LS	2000.00	2000.00	1.0000	LS	2000.00	2000.00	0.00%	0
4336	285 SINGLE POST BREAK SIGN SUPPORTS	1	LS	3000.00	3000.00	1.0000	LS	3000.00	3000.00	1.0000	LS	3000.00	3000.00	0.00%	0
4341	286 SNGL POST SLIP BASE SIGN SUPP	1	LS	1000.00	1000.00	1.0000	LS	1000.00	1000.00	1.0000	LS	1000.00	1000.00	0.00%	0
4346	287 SIGN BRIDGE STA GW 322+78	1	LS	30000.00	30000.00	1.0000	LS	30000.00	30000.00	1.0000	LS	30000.00	30000.00	0.00%	0
4351	288 SIGN BRIDGE STA BANF 286+50	1	LS	30000.00	30000.00	1.0000	LS	30000.00	30000.00	1.0000	LS	30000.00	30000.00	0.00%	0
4356	289 SIGN BRIDGE STA BN 316+50	1	LS	30000.00	30000.00	1.0000	LS	30000.00	30000.00	1.0000	LS	30000.00	30000.00	0.00%	0
4361	290 SIGN BRIDGE STA BSW 323+96	1	LS	30000.00	30000.00	1.0000	LS	30000.00	30000.00	1.0000	LS	30000.00	30000.00	0.00%	0
4366	291 CANT SIGN STRUCT STA GL 9+87 RT	1	LS	10000.00	10000.00	1.0000	LS	10000.00	10000.00	1.0000	LS	10000.00	10000.00	0.00%	0
4368	292 CANT SGN STRUCT STA BANF 273+00RT	1	LS	10000.00	10000.00	1.0000	LS	10000.00	10000.00	1.0000	LS	10000.00	10000.00	0.00%	0
4370	293 CANT SIGN STRUCT STA L 300+13 RT	1	LS	7000.00	7000.00	1.0000	LS	7000.00	7000.00	1.0000	LS	7000.00	7000.00	0.00%	0
4372	294 CANT SIGN STRUCT STA GL 4+62 RT	1	LS	10000.00	10000.00	1.0000	LS	10000.00	10000.00	1.0000	LS	10000.00	10000.00	0.00%	0
4374	295 CANT SIGN STRUCT STA L 329+00 LT	1	LS	10000.00	10000.00	1.0000	LS	10000.00	10000.00	1.0000	LS	10000.00	10000.00	0.00%	0
4380	296 CANT SIGN STRUCT STA L 347+00 LT	1	LS	9000.00	9000.00	1.0000	LS	9000.00	9000.00	1.0000	LS	9000.00	9000.00	0.00%	0
	SUBTOTAL				387160.00				385261.05				385241.15		-19.9
4384	297 SPECIAL STRUCTURE MOUNTS	1	LS	3000.00	3000.00	1.0000	LS	3000.00	3000.00	1.0000	LS	3000.00	3000.00	0.00%	0
4388	298 STRUCTURE MOUNTS	1	LS	5000.00	5000.00	1.0000	LS	5000.00	5000.00	1.0000	LS	5000.00	5000.00	0.00%	0
4392	299 EXIT NUMBER SIGN SUPPORTS	1	LS	1000.00	1000.00	1.0000	LS	1000.00	1000.00	1.0000	LS	1000.00	1000.00	0.00%	0
4396	300 TYPE A SIGN IN PLACE	922	SF	15.00	13830.00	1078.3000	SF	15.00	16174.50	1078.3000	SF	15.00	16174.50	16.95%	0
4400	301 TYPE AA & BB SIGNS IN PLACE	3447	SF	17.00	58599.00	3542.9000	SF	17.00	60229.30	3542.9000	SF	17.00	60229.30	2.78%	0
4404	302 TYPE C D & R SIGNS IN PLACE	481	SF	10.00	4810.00	855.0000	SF	10.00	8550.00	855.0000	SF	10.00	8550.00	77.75%	0

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S BANFIELD INTERCHANGE-SE WASHINGTON ST AS OF 12/31/87 Contract #9621 file name:BANFQTYS

ACCT. NO.	ITEM	DESCRIPTION	ORIGINAL BID QUANTITY	UNIT	UNIT PRICE	AMOUNT	ODOT PAID QUANTITIES (THRU EST #34) QUANTITY	UNIT	UNIT PRICE	AMOUNT	SJG QUANTITIES COMPLETE (AS OF 12/31/87) QUANTITY	UNIT	UNIT PRICE	AMOUNT	PER CENT CHANGE	SJG AMT LESS ODOT AMT
4408	303	TYPE EE SIGNS IN PLACE	200	SF	10.00	2000.00	192.5000	SF	10.00	1925.00	192.5000	SF	10.00	1925.00	-3.75%	
4412	304	TYPE F G & H SIGNS IN PLACE	154	SF	10.00	1540.00	234.0000	SF	10.00	2340.00	234.5000	SF	10.00	2345.00	52.27%	-3
	305	(DELETED)				0.00				0.00				0.00		
4416	306	MOVE & REINSTALL EXISTING SIGNS	1	LS	1000.00	1000.00	1.0000	LS	1000.00	1000.00	1.0000	LS	1000.00	1000.00	0.00%	
4420	307	SIGN ILLUMINATION EQUIPMENT	1	LS	35000.00	35000.00	1.0000	LS	35000.00	35000.00	1.0000	LS	35000.00	35000.00	0.00%	
		ILLUMINATION:														
4424	308	REMOVE LIGHT POLES	4	EA	200.00	800.00	7.0000	EA	200.00	1400.00	7.0000	EA	200.00	1400.00	75.00%	
4428	309	POLE FOUNDATIONS	1	LS	75000.00	75000.00	1.0000	LS	75000.00	75000.00	1.0000	LS	75000.00	75000.00	0.00%	
4432	310	ROADWAY LIGHTING POLES & ARMS	1	LS	80000.00	80000.00	1.0000	LS	80000.00	80000.00	1.0000	LS	80000.00	80000.00	0.00%	
4436	311	LUMINAIRES, LAMPS & BALLASTS	1	LS	40000.00	40000.00	1.0000	LS	40000.00	40000.00	1.0000	LS	40000.00	40000.00	0.00%	
4440	312	SWITCHING CONDUIT WIRING	1	LS	200000.00	200000.00	1.0000	LS	200000.00	200000.00	1.0000	LS	200000.00	200000.00	0.00%	
		TRAFFIC SIGNALS:														
4444	313	TRAFFIC SIGNAL INSTALL COMP	1	LS	100000.00	100000.00	1.0000	LS	100000.00	100000.00	1.0000	LS	100000.00	100000.00	0.00%	
		SUBTOTAL REGULAR BID ITEMS				621579.00				630636.8				630633.8		-3
		XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX														
6306		ON THE JOB TRAINING					8295.2500	HR	0.80	6636.20	8295.2500	HR	0.80	6636.20	100.00%	
6311		CR FOR COLUMN REVISION					1.0000	LS	-1000.00	-1000.00	1.0000	LS	-1000.00	-1000.00	100.00%	
6304		CR FOR BRIDGE DESIGN					1.0000	$	-8000.00	-8000.00	1.0000	$	-8000.00	-8000.00	100.00%	
6305		LRT REVISION 6/10/83					1.0000	LS	5668.00	5668.00	1.0000	LS	5668.00	5668.00	100.00%	
6349		CR FOR ACCESS HOLE					1.0000	LS	-800.00	-800.00	1.0000	LS	-800.00	-800.00	100.00%	
6312		STRIPE REMOVAL					13794.0000	LF	0.90	12414.60	13891.0000	LF	0.90	12501.90	100.00%	87.3
6313		TEMP STRIPING					25269.0000	LF	0.25	6317.25	25269.0000	LF	0.25	6317.25	100.00%	
6309		REVISE WALL 404					1.0000	LS	1766.00	1766.00	1.0000	LS	1766.00	1766.00	100.00%	
6332		CR FOR REVISED FENCE SUPPORTS					1.0000	LS	-120.00	-120.00	1.0000	LS	-120.00	-120.00	100.00%	
6334		REVISE "SP" ALIGNMENT					1.0000	LS	7500.00	7500.00	1.0000	LS	7500.00	7500.00	100.00%	

COMPARISON OF QUANTITIES BY OWNERS PAY ESTIMATE run date:18-Mar-88

S BANFIELD INTERCHANGE-SE WASHINGTON ST AS OF 12/31/87 Contract #9621 file name:BANFQTYS

ACCT. NO.	ITEM DESCRIPTION	ORIGINAL BID QUANTITY	UNIT	UNIT PRICE	AMOUNT	ODOT PAID QUANTITIES (THRU EST 034) QUANTITY	UNIT	UNIT PRICE	AMOUNT	SJG QUANTITIES COMPLETE (AS OF 12/31/87) QUANTITY	UNIT	UNIT PRICE	AMOUNT	PER CENT CHANGE	SJG AMT LESS ODOT AMT
6521	PRECAST SOUND WALL					11310.0000	SF	9.30	106087.00	11310.0000	SF	9.30	106087.00	100.00%	0
6536	CR FOR REVISED HINGES 'LRT'					1.0000	LS	-5560.00	-5560.00	1.0000	LS	-5560.00	-5560.00	100.00%	0
6538	MEMBRANE TEST FACILITIES					1.0000	LS	13000.00	13000.00	1.0000	LS	13000.00	13000.00	100.00%	0
6540	CR TO REV AGGR SPECS FOR TR BASE MX					48727.5000	TON	-0.05	-2436.38	48662.7200	TON	-0.05	-2433.14	100.00%	3.239
6514	CR FOR WALL 1 BKFL					1.0000	LS	-2000.00	-2000.00	1.0000	LS	-2000.00	-2000.00	100.00%	0
6542	CR FOR REVISED HINGES 'NW'					1.0000	LS	-17440.00	-17440.00	1.0000	LS	-17440.00	-17440.00	100.00%	0
6544	3-INCH DRAIN PIPE					6073.0000	LF	3.00	18219.00	6074.0000	LF	3.00	18222.00	100.00%	3
6546	CONSTRUCT IMPACT ATTENUATOR					1.0000	LS	29700.00	29700.00	1.0000	LS	29700.00	29700.00	100.00%	0
6548	EXTRA FOR WALL 82					1.0000	LS	3085.00	3085.00	1.0000	LS	3085.00	3085.00	100.00%	0
6543	REV ILLUMINATION					1.0000	LS	24137.00	24137.00	1.0000	LS	24137.00	24137.00	100.00%	0
6533	ADD 2"0 CONDUIT TO LRT STRUCT					31.7000	LF	12.00	380.40	31.7000	LF	12.00	380.40	100.00%	0
6550	REVISE LRT STRUCTURE					1.0000	LS	250.00	250.00	1.0000	LS	250.00	250.00	100.00%	0
6560	STRUCT MOUNT & WALKWAYS					1.0000	LS	12716.00	12716.00	1.0000	LS	12716.00	12716.00	100.00%	0
6561	TRAFFIC SIGNAL REVISION					1.0000	LS	5000.00	5000.00	1.0000	LS	5000.00	5000.00	100.00%	0
6562	CONSTRUCT BENT 3 FOOTING					1.0000	LS	26815.00	26815.00	1.0000	LS	26815.00	26815.00	100.00%	0
6566	CR FOR SOUNDWALL REV					1.0000	LS	-3276.76	-3276.76	1.0000	LS	-3276.76	-3276.76	100.00%	0
6568	TYPE I SIGNS					96.0000	SF	13.00	1248.00	96.0000	SF	13.00	1248.00	100.00%	0
6569	TYPE T SIGNS					27.0000	SF	14.00	378.00	27.0000	SF	14.00	378.00	100.00%	0
6570	CR FOR USED CONC BARRIER					1150.0000	LF	-0.75	-862.50	1150.0000	LF	-0.75	-862.50	100.00%	0
6552	WATERPROOF DELETION					1.0000	LS	21200.00	21200.00	1.0000	LS	21200.00	21200.00	100.00%	0
6520	ADJ CONTRACT TIME					0.0000	LS	0.00	0.00	0.0000	LS	0.00	0.00	100.00%	0
	SUB-TOTAL PRICE AGREEMENTS				0.00				261822.62				261916.15		93.54
	ADJUSTMENT ITEMS:														0
6500	CONSTR'S SHARE RR PROT COSTS					1.0000	LS	-82004.27	-82004.27	1.0000	LS	-82004.27	-82004.27	100.00%	0
6525	ADJ FOR EXTRA CEMENT					60.7500	TON	58.60	3559.95	58.9500	TON	58.60	3454.47	100.00%	-105.48
6527	ADJ FOR EXTRA CEMENT					2007.0000	SKS	3.00	6021.00	1930.4000	SKS	3.00	5791.20	100.00%	-229.8

COMPARISON OF QUANTITIES BY OWNERS PAY ESTIMATE run date:18-Mar-88

S BANFIELD INTERCHANGE-SE WASHINGTON ST AS OF 12/31/87 Contract #9621 file name:BANFQTYS

ACCT. NO.	ITEM DESCRIPTION	ORIGINAL BID				ODOT PAID QUANTITIES (THRU EST #34)				SJG QUANTITIES COMPLETE (AS OF 12/31/87)				PER CENT	SJG AMT LESS
		QUANTITY	UNIT	UNIT PRICE	AMOUNT	QUANTITY	UNIT	UNIT PRICE	AMOUNT	QUANTITY	UNIT	UNIT PRICE	AMOUNT	CHANGE	ODOT AMT
	SUBTOTAL							S/D	-72503.32			S/D	-72838.6		-335.28
4964	LIQUIDATED DAMAGES PA 30 100.00(A)					1.0000	LS	-27000.00	-27000.00	1.0000	LS	-27000.00	-27000.00	100.00%	0
4965	TIME EXT PA 30 100.00(A)					1.0000	LS	24300.00	24300.00	1.0000	LS	24300.00	24300.00	100.00%	0
4966	LIQUIDATED DAMAGES 100.00(C)					1.0000	LS	-216000.00	-216000.00	1.0000	LS	-216000.00	-216000.00	100.00%	0
4967	TIME EXT 100.00 (C)					1.0000	LS	216000.00	216000.00	1.0000	LS	216000.00	216000.00	100.00%	0
4968	LIQUIDATED DAMAGES 100.00(D)					1.0000	LS	-13950.00	-13950.00	1.0000	LS	-13950.00	-13950.00	100.00%	0
4969	TIME EXT 100.00(D)					1.0000	LS	0.00	0.00	1.0000	LS	0.00	0.00	100.00%	0
4970	LIQUID DAMAGES 100.00(B)					1.0000	LS	0.00	0.00	1.0000	LS	0.00	0.00	100.00%	0
4971	TIME EXT 100.00(B)					1.0000	LS	0.00	0.00	1.0000	LS	0.00	0.00	100.00%	0
4972	LIQUID DAMAGES 100.00(E)					1.0000	LS	-14400.00	-14400.00	1.0000	LS	-14400.00	-14400.00	100.00%	0
4973	TIME EXT 100.00(E)					1.0000	LS	14400.00	14400.00	1.0000	LS	14400.00	14400.00	100.00%	0
	SUBTOTAL 0400 ACCOUNTS								116815.97				116238.95		-577.02
	MATERIALS ON HAND:					1.0000	LS	0.00	0.00	1.0000	LS	0.00	0.00	0.00%	0
	FORCE ACCOUNT ITEMS:														0
6501	ADJUST EXISTING ILLUMINATION					1.0000	LS	10300.71	10300.71	1.0000	LS	10300.71	10300.71	100.00%	0
6502	STORM SEWER WK & STRIPE REMVL					1.0000	LS	6746.96	6746.96	1.0000	LS	6746.96	6746.96	100.00%	0
6515	REV BRIDGE NO 13516C ALIGN					1.0000	LS	3575.10	3575.10	1.0000	LS	3575.10	3575.10	100.00%	0
6524	EPOXY COATED TIE BARS					1.0000	LS	796.25	796.25	1.0000	LS	796.25	796.25	100.00%	0
6529	INSTALL SLOPE DRAINS					1.0000	LS	2892.06	2892.06	1.0000	LS	2892.06	2892.06	100.00%	0
6530	ADD TIE BARS- PAVEMENT					1.0000	LS	452.21	452.21	1.0000	LS	452.21	452.21	100.00%	0
6539	CONST BIKE PATH					1.0000	LS	133638.32	133638.32	1.0000	LS	133638.32	133638.32	100.00%	0
6541	REMV & RECONST ACCESS					1.0000	LS	1571.24	1571.24	1.0000	LS	1571.24	1571.24	100.00%	0
6551	TEMP EROSION CONTROL					1.0000	LS	8272.43	8272.43	1.0000	LS	8272.43	8272.43	100.00%	0
6555	RELOCATE INTERCONNECT					1.0000	LS	1622.69	1622.69	1.0000	LS	1622.69	1622.69	100.00%	0
6553	BRIDGE SHORING					1.0000	LS	2283.21	2283.21	1.0000	LS	2283.21	2283.21	100.00%	0

COMPARISON OF QUANTITIES BY OWNERS PAY ESTIMATE run date:18-Mar-08

S BANFIELD INTERCHANGE-SE WASHINGTON ST AS OF 12/31/07 Contract #9621 file name:BANFQTYS

ACCT. NO.	ITEM DESCRIPTION	ORIGINAL BID QUANTITY	UNIT	UNIT PRICE	AMOUNT	ODOT PAID QUANTITIES (THRU EST 034) QUANTITY	UNIT	UNIT PRICE	AMOUNT	SJG QUANTITIES COMPLETE (AS OF 12/31/07) QUANTITY	UNIT	UNIT PRICE	AMOUNT	PER CENT CHANGE	SJG AMT LESS ODOT AMT
6564	COLD PLANE HIGH AC SURFACES					1.0000	LS	9223.44	9223.44	1.0000	LS	9223.44	9223.44	100.00%	0
6567	REVISE SIGNING P/A 39A					1.0000	LS	2500.00	2500.00	1.0000	LS	2500.00	2500.00	100.00%	0
6565	REMV & REPLACE CONC BARRIER					1.0000	LS	5653.53	5653.53	1.0000	LS	5653.53	5653.53	100.00%	0
6547	REPAIR SW PCC					1.0000	LS	3392.33	3392.33	1.0000	LS	3392.33	3392.33	100.00%	0
6563	INST ADDL SIGNING					1.0000	LS	638.79	638.79	1.0000	LS	638.79	638.79	100.00%	0
6572	ADJ INLETS & MANHOLES					1.0000	LS	1013.00	1013.00	1.0000	LS	1013.00	1013.00	100.00%	0
6573	RELOC SIGN CONTROLLER					1.0000	LS	5201.65	5201.65	1.0000	LS	5201.65	5201.65	100.00%	0
6574	REPAIR CIRC I205					1.0000	LS	207.91	207.91	1.0000	LS	207.91	207.91	100.00%	0
6575	REV 3 TUBE RAIL-GLSN					1.0000	LS	414.65	414.65	1.0000	LS	414.65	414.65	100.00%	0
6576	EXTRA WOOD POST					535.3000	BF	3.38	1809.31	535.3000	BF	3.38	1809.31	100.00%	0
6577	PR ADJ PCC PENALTY					1.000	LS	-11443.27	-11443.27	1.000	LS	-11443.27	-11443.27	100.00%	0
6578	CR NON SPEC CONC.					1.0000	LS	0.00	0.00	1.0000	LS	-2210	-2210.00	100.00%	-2210
6751	JACOBSEN NON SPEC MAT'L					1.00	LS	0.00	0.00	1.00	LS	-9495.13	-9495.13	100.00%	-9495.13
	SUBTOTAL ADJUSTMENT ITEMS								191723.324				180018.194		-11705.13
	TOTALS				30773638				15836083.709				15847229.178		10345.469
	SHOULD BE				15292497				15836083.710				15847229.170		
	DIFFERENCE				-15481141			AS S/B	-0.001			AS S/B	0.008		

9621

C

March 10, 1988

CON 5 - 9621

American Insurance Co.
Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Contract No. 9621 awarded to S. J. Groves & Sons Company for work on the South Banfield Interchange-S.E. Washington Street Section of the East Portland Freeway, Multnomah County, was completed on April 16, 1986, and accepted by the State Highway Division on February 29, 1988.

Final payment in the amount of $70.77 will be released to the contractor after March 15, 1988. The total contract amount is $15,836,954.48 including $198,857.28 for work performed under force account.

You have been advised previously that claims have been filed with us against the performance bond on this contract, some of which have been paid.

Fran Neavoll
COMMISSION SERVICES

FKN:cv

cc: S. J. Groves & Sons Company
6140 Horseshoe Bar Rd.
Loomis, CA 95650

bc: C. O. Fredrickson
Walt Hart
Mike Gander
Rick Kuehn

9621

March 12, 1987

CON 5 - #9621

AGC-Operating Engineers Trust Funds
P.O. Box 4668
Portland, OR 97208

Attention: Barbara J. Ford
Delinquency Coordinator

Thank you for your letter of March 3, 1987, notifying us that your claim filed on December 15, 1986, in the amount of $2,554.69 on Contract No. 9621 has been paid.

This was in connection with S. J. Groves & Sons Company for work on the South Banfield Interchange-SE Washington Street Section of the East Portland Freeway in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

Fran Neavoll
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
6140 Horseshoe Bar Road
Loomis, CA 95650

The American Insurance Co.
Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State: Filed 12-31-86; CL 1986-0355

bbc: Bryant Jackmond FKN:cc

NOTED ON CARD
3-12-87cc

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

March 3, 1987

Ms. Fran Neavoll
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

RE: File No. CON 5 - #9621

Dear Ms. Neavoll:

Please be advised that our claim filed December 15, 1986 in regards to the above matter in the sum of $2,554.69 in contributions has now been paid.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Ford
Delinquency Coordinator

BJF:jmf

cc: G. Kevin Kiely

RECEIVED
MAR 4 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

I.U.O.E.
Local 701

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
LLOYD BABLER, JR., *Chairman*
RICHARD ROBERTSON, *Vice Chairman*
ARTHUR WEEKS
JAMES M. WRIGHT

Union Trustees
FRANCIS WICKLANDER, *Secretary*
JIM RIDDERBUSCH, *Vice Secretary*
CHARLES MARLIN
MARK HOLLIDAY

AGC
Oregon-Columbia
Chapter

2929 N.W. 31st AVE. • PORTLAND, OR 97210 • (503) 223-3185 • MAIL ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

9621
CL 1986-0355

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 31 1986
BARBARA ROBERTS
SECRETARY OF STATE

December 29, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9621

AGC-Operating Engineers
Local 701 Trust Funds
P.O. Box 4668
Portland, OR 97208

Attention: Gary Harrison
Trust Administrator

We have received your Notice of Claim dated December 15, 1986, against the following Highway Division contract:

FILED BY:	AGC-Operating Engineers Local 701 Trust Funds
AMOUNT:	$2,554.69 together with liquidated damages of $291.83 and interest until paid
FOR:	Fringe benefits due employees of Hopsing Construction, Inc.
AGAINST (PRIME CONTRACTOR):	S. J. Groves & Sons Company
CONTRACT NO.:	9621
PROJECT:	South Banfield Interchange-SE Washington Street Section, East Portland Freeway, Multnomah County
SURETY:	The American Insurance Company

NOTED ON CARD
1-20-87cc

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Fran Neavoll
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
6140 Horseshoe Bar Road
Loomis, CA 95650

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

RECEIVED
JAN -6 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible] RECEIPT REQUESTED: P [illegible] 352

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: Oregon Department of Transportation
121 Transportation Bldg.
Salem, OR 97310

Notice is hereby given that AGC - OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due to the employees of HOPSING CONSTRUCTION, INC. working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701 in the amount of TWO THOUSAND FIVE HUNDRED FIFTY FOUR AND 69/100ths DOLLARS, ($2,554.69) contributions together with liquidated damages of TWO HUNDRED NINETY ONE AND 83/100ths DOLLARS, ($291.83) and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued with bond no. ____________ on which S. J. GROVES AND SONS CO. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION is the owner, and AMERICAN INSURANCE COMPANY is the surety, for that project known as OSHD #9621 - SO. BANFIELD INTERCHANGE/ SE WASHINGTON STREET, MULTNOMAH COUNTY, OREGON.

DATED: 12/15/86

AGC - OPERATING ENGINEERS
LOCAL 701 TRUST FUNDS

Gary Harrison

Gary Harrison
Trust Administrator
P. O. Box 4668
Portland, OR 97208

RECEIVED
1986

*** Subject to revision

Schedule 2 of 2

OPERATING ENGINEERS TRUST FUNDS
SCHEDULE OF UNREPORTED HOURS AND DELINQUENT AMOUNTS
PAYROLL EXAMINATION OF
OSHD #9621 - Hopsing Const., Inc.

		1985 JANUARY	FEBRUARY	MARCH	APRIL	MAY	TOTAL
Krawczyk, J. P. 542-70-4425		41.0	24.0	41.0	28.0		134.0
Hildebrand, R. D. 537-52-7935						20.0	20.0
Ward, G. 501-38-4918		13.0	18.0	69.5	10.5		111.0
TOTAL HOURS:		54.0	42.0	110.5	38.5	20.0	265.0
CONTRIBUTIONS:							
HEALTH & WELFARE	$2.48	$133.92	$104.16	$274.04	$95.48	$49.60	$657.20
PENSION	1.47	79.38	61.74	162.44	56.60	29.40	389.56
TRAINING	0.10	5.40	4.20	11.05	3.85	2.00	26.50
CIAF	0.07	3.78	2.94	7.74	2.70	1.40	18.56
VACATION	1.00	54.00	42.00	110.50	38.50	20.00	265.00
SUBTOTAL		276.48	215.04	565.77	197.13	102.40	1356.82
INTEREST		49.09	36.06	89.29	29.17	14.14	217.75
LIQUID. DAMAGES		32.27	26.21	60.80	24.45	15.10	158.83
TOTAL		$357.84	$277.31	$715.86	$250.75	$131.64	$1733.40

Schedule 1 of 2

OPERATING ENGINEERS TRUST FUNDS
SCHEDULE OF UNREPORTED HOURS AND DELINQUENT AMOUNTS
PAYROLL EXAMINATION OF
OSHD #9621 - Hopsing Const., Inc.

RECEIVED
FEB [illegible] 1986
COMMISSION
DEPARTMENT OF TRANSPORTATION

		1984				
		SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL
Ward, G. 501-38-4918					8.0	8.0
Hildebrand, R. D. 537-52-7935		171.5	77.0			248.5
TOTAL HOURS:		171.5	77.0	0.0	8.0	256.5
CONTRIBUTIONS:						
HEALTH & WELFARE	$2.03	$348.15	$156.31	$0.00	$16.24	$520.70
PENSION	1.47	252.11	113.19	0.00	11.76	377.06
TRAINING	0.10	17.15	7.70	0.00	0.80	25.65
CIAF	0.07	12.01	5.39	0.00	0.56	17.96
VACATION	1.00	171.50	77.00	0.00	8.00	256.50
SUBTOTAL		800.92	359.59	0.00	37.36	1197.87
INTEREST		173.55	74.39	0.00	6.99	254.93
LIQUID. DAMAGES		83.90	40.42	0.00	8.68	133.00
TOTAL		$1058.37	$474.40	$0.00	$53.03	$1565.80

9021

.jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(86)311

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 24, 1986

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
S. Banfield Interch. - S. E. Washington St.

11. GENERAL DESCRIPTION OF WORK
Drainage & paving on approximately 300 ft. of N. E. Hassalo St.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10/24/86 as requested in Mr. Fredrickson's letter of 11/7/86 as being cost effective for the use of City of Portland forces to proceed with the above work.

State Force Order No. 14 is approved to a TEC of $42,000; Federal Funds $38,732.

RECEIVED
STATE HWY ENGR
DEC 2 '86
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
12/2

14. DATE 12/1/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9621

August 7, 1986

CON 5 - 9621

Kobin & Kobin
Attorneys at Law
1200 Oregon National Building
610 SW Alder Street
Portland, OR 97205

Attention: Charles L. Kobin

This is in response to your letter of July 30, 1986, concerning the claim filed by Riedel International, Inc. dba Western-Pacific Construction Materials Co. in the amount of $15,728.06 against Contract No. 9621.

As requested, we are attaching a copy of our acknowledgement letter of the claim, which shows the Secretary of State's filing date and number.

This contract has not been accepted by the State Highway Division. The project was completed on April 16, 1986.

Please give us a call at 378-6526 is we can be of any further help.

George Bell
Assistant Director

Attachment

FKN:asm

KOBIN & KOBIN
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
610 S. W. ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE (503) 222-3184

NORMAN B. KOBIN
CHARLES L. KOBIN

SCHWAB, HILTON & HOWARD
OF COUNSEL

LEO LEVENSON
OF COUNSEL
(1903-1981)

July 30, 1986

Mr. Robert Gormsen
Oregon Department of Transportation
Commission Services
Transportation Building, Room 121
Salem, OR 97310

Re: Our Client: Western-Pacific Construction
Materials, Co.
Your File No: CON 5
#9621

Dear Mr. Gormsen:

Reference copy of your enclosed letter of April 16, 1986, to Western-Pacific in the above matter. Could you please provide the verification that you have forwarded the claim of Western-Pacific to the Secretary of State for filing and the actual date of filing with the Secretary of State. Also, please provide information relating to acceptance by formal resolution of the department of the South Banfield Interchange-S.E. Washington Street Section, East Portland Freeway, Multnomah County job, which is the job against which our client has it's claim. Be advised that this claim has not been paid.

Very truly yours,

KOBIN & KOBIN

Charles L. Kobin

CLK:kw
Encls.

cc: Western-Pacific Construction
Materials Co.
Attn: Mark D. Connelly

RECEIVED
JUL 31 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

July 16, 1986

CON 5 - 9621, 9513,
9594

Furrer & Scott
Law Offices
P.O. Box 23414
Tigard, OR 97223

Attention: Marcia L. Jory

Thank you for your letter of July 11, 1986, advising us that your client, Star Rentals, Inc., has received payment in full for its claims which were previously filed on Contract Nos. 9621, 9513, and 9594.

This appears to be in reference to the claim in the amount of $5,011.17 against the following three contracts:

> Contract No. 9621 with S. J. Groves & Sons Company for the S. Banfield Interchange-S.E. Washington Street Section of the East Portland Freeway in Multnomah County.
>
> Contract No. 9513 with S. J. Groves & Sons Company for the N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Section of the Columbia River Highway in Multnomah County.
>
> Contract No. 9594 with R. A. Hatch Co. for work on the N.E. 39th Avenue-N.E. 87th Avenue (Banfield Transitway) Project, Columbia River Highway, Multnomah County.

This information will be noted in our records and we will advise the sureties, contractors, and agent.

George Bell
Assistant Director

cc: The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

S. J. Groves & Sons Company
2255 116th Avenue N.E.
Bellevue, WA 98004

R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Industrial Indemnity Co.
421 S.W. 6th Avenue
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

NOTED ON CARD
7-16-86cc

bc: Secretary of State: Claim filed 9-30-85; CL 1985-0167

bbc: Bryant Jackmond

FKN:cc

LAW OFFICES
FURRER & SCOTT
9185 S.W. BURNHAM STREET
POST OFFICE BOX 23414
TIGARD, OREGON 97223-6105

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

July 11, 1986

Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Your File No. CON 5 9594, 9621, and 9513

Dear Mr. Gormsen:

This letter is to advise you that my client, Star Rentals, Inc. has received payment in full of its claim which was previously filed through your office on the above-referenced contracts. Accordingly, I am closing my client's file with respect to its claim for equipment rented to Hopsing Construction and no further action will be taken. I would appreciate your reflecting this fact in your files so that yours will also reflect that my client has received payment in full.

If you have any questions, please give me a call.

Very truly yours,

Marcia L. Jory

MLJ/b
cc: Star Rentals, Inc.

RECEIVED
JUL 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1621

3 yellows

CON 5 - 9594, 9621 & 951

LAW OFFICES
FURRER & SCOTT
~~[illegible] S. W. BURNHAM STREET~~
POST OFFICE BOX 23414
TIGARD, OREGON 97223

Attention: Marcia L. Jory

Thank you for your letter of July 11, 1986, advising us that your client, Star Rentals, Inc., has received payment in full ~~of~~ for its claims which were previously filed on Contract Nos. 9621, 9513, and 9594.

This appears to be in reference to the claim in the amount of $5,011.17 against the following three contracts:

> Contract No. 9621 with S. J. Groves & Sons Company for the S. Banfield Interchange-S.E. Washington Street Section of the East Portland Freeway in Multnomah County.
>
> Contract No. 9513 with S. J. Groves & Sons Company for the N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Section of the Columbia River Highway in Multnomah County.
>
> Contract No. 9594 with R. A. Hatch Co. for work on the N.E. 39th Avenue-N.E. 87th Avenue (Banfield Transitway) Project, Columbia River Highway, Multnomah County.

This information will be noted in our records and we will advise the sureties, contractors, and agent.

cc sureties
agent
contractors

bc Sec. of State: Claim filed 9-30-85 CL 1985-0167

bbc Bryant Jackmond

line out all entries on card that mention this claim as well as partial payments are listed on card.

line out this entry too

7-11-86 Letter from Furrer & Scott on behalf of Star Rentals Inc., stating client has received payment in full for its claim against 9594, 9621 and 9513

— ack above letter. cc sureties, agent, contractor, Sec of State + Constrn.

[illegible] jc

U. S. DEPARTMENT OF TRANSP ATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(86)311

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE June 6, 1986

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
S. Banfield Interchange - S. E. Washington St.

11. GENERAL DESCRIPTION OF WORK
Install Directional Signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON AN XXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6/6/86 as requested in Mr. Fredrickson's letter of 6/20/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 13 is approved to a TEC of $8,000; Federal Funds $7,377.

RECEIVED
STATE HWY ENGR
JUL 1 '86
REFER TO
Potter
FOR

Info	Invest	R/D	O/R	Sign	Act	File

Orig to
7/1

14. DATE 6/27/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

June 24, 1986

CON 5 - #9621

Farwest Steel Corporation
P.O. Box 889
Eugene, OR 97440

Attention: C. W. Cooley
Treasurer

Thank you for your letter of June 11, 1986, advising us that the claim arising from materials supplied to Greenberry Tank and Iron Co., Inc., in the amount of $5,531.36 has been paid.

You state this is in reference to the S. J. Groves & Sons Company Contract No. 9621 for work on the South Banfield Interchange-S.E. Washington Street Section of the East Portland Freeway in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Avenue N.E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State: Filed 6-1-84; CL 84-97

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
6-24-86cc

FARWEST STEEL
Corporation

June 11, 1986

Oregon State Department of Transportation
Attention: Robert W. Gormsen
Transportation Building
Salem, Oregon 97310

Notice is hereby given that the undersigned Farwest Steel Corporation has been paid for the materials included in Farwest Steel's bond claim dated May 24, 1984, in the sum of $5,531.36. A copy of the bond claim is attached hereto as Exhibit "A".

Farwest Steel Corporation hereby releases S.J. Groves & Sons Company and The American Insurance Co. from all claims and demands arising from materials supplied to Greenberry Tank & Iron Co., Inc. for use on Oregon Department of Transportation Contract No. 9621, S. Banfield Interchange - S.E. Washington Street Section, East Portland Freeway, Multnomah County.

Farwest Steel Corporation

C.W. Cooley
Treasurer

CWC/slh

Enclosure

RECEIVED
JUN 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Post Office Box 889 • Eugene, Oregon 97440 • (503) 686-2000
Location: 2000 Henderson Ave. • Eugene, OR 97403

FARWEST STEEL
Corporation

NOTICE OF CLAIM
(Oregon Public Works)

TO: Oregon Department of Transportation
ATTN: Robert Gormsen, Commission Services
121 Transportation Building
Salem, OR 97310

NOTICE IS HEREBY GIVEN That the undersigned Farwest Steel Corporation has a claim for furnishing structural steel by Farwest Steel Corporation in the sum of Five Thousand Five Hundred Thirty-One Dollars and Thirty-Six Cents ($5,531.36) against the bond taken from S. J. Groves & Sons as principal and American Insurance Company as surety or sureties for the work of Contract No. 9621, South Banfield Interchange to Southeast Washington Street, Multnomah County, Portland, Oregon.

Dated this 24th day of May, 1984

Farwest Steel Corporation
P.O. Box 889
Eugene, OR 97440

C. W. Cooley, Treasurer

COPY

RECEIVED
JUN 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

2000 Henderson Avenue • Post Office Box 889 • Eugene, Oregon 97440 • 503/686-2000

P 714 007 323

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL

(See Reverse)

★ U.S.G.P.O. 1983-403-517

Sent to OR. Dept. of Transportat.	
Street and No. 121 Transportation Bldg.	
P.O., State and ZIP Code Salem, OR 97310	
Postage	$
Certified Fee	
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt Showing to whom and Date Delivered	
Return receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	$
Postmark or Date	

PS Form 3800, Feb. 1982

PS Form 3811, Jan. 1979

RETURN RECEIPT, REGISTERED, INSURED AND CERTIFIED MAIL

○ SENDER: Complete items 1, 2, and 3.
Add your address in the "RETURN TO" space on reverse.

1. The following service is requested (check one.)
   - X☒ Show to whom and date delivered.............. ¢
   - ☐ Show to whom, date and address of delivery.... ¢
   - ☐ RESTRICTED DELIVERY
     Show to whom and date delivered.............. ¢
   - ☐ RESTRICTED DELIVERY.
     Show to whom, date, and address of delivery. $

   (CONSULT POSTMASTER FOR FEES)

2. ARTICLE ADDRESSED TO:
Oreg. Dept. of Transportation
121 Transportation Bldg.
Salem, OR 97310

3. ARTICLE DESCRIPTION:

REGISTERED NO.	CERTIFIED NO.	INSURED NO.
	P714007323	

(Always obtain signature of addressee or agent)

I have received the article described above.
SIGNATURE ☐Addressee ☐Authorized Agent

4. Bill Parke
State of Oregon
97310

DATE OF DELIVERY
MAY 25 1984

POSTMARK

5. ADDRESS (Complete only if requested)

6. UNABLE TO DELIVER BECAUSE:

CLERK'S INITIALS

☆GPO : 1979-288-848

RECEIVED
JUN 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FARWEST STEEL
Corporation

NOTICE OF CLAIM ON PAYMENT BOND

(Oregon Public Works)

RECEIVED
JUN 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON)
) ss.
Lane County)

TO: S. J. Groves & Sons

YOU ARE HEREBY NOTIFIED That the undersigned, FARWEST STEEL CORPORATION, has a claim in the sum of Five Thousand Five Hundred Thirty-One Dollars and Thirty-Six Cents ($5,531.36) due against the bond taken from S.J. Groves & Sons, as principal, and American Insurance Company, as surety, for the work or labor and materials performed or furnished by me on South Banfield Interchange to Southeast Washington Street, Multnomah County, Portland, Oregon.

YOU ARE FURTHER NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

Structural Steel

That the labor and/or materials above described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above described, to wit:

Contract No. 9621
Project: Work on the South Banfield Interchange to Southeast Washington Street, Multnomah County, Portland, Oregon

That said materials and/or labor were furnished to and received by Greenberry Tank with authority to receive the same and that a claim for payment therefore is hereby asserted against you;

That the last performance of labor and/or furnishing of materials by the undersigned was on the 26th day of July, 1983, which labor was performed and/or materials were furnished as follows:

COPY

Angle

You are hereby notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 24th day of May, 1984.

FARWEST STEEL CORPORATION
P.O. Box 889
Eugene, Oregon 97440

Charles W. Cooley
Treasurer

COPY

RECEIVED
JUN 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FARWEST—FARBEST

P 714 007 324

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL

(See Reverse)

★ U.S.G.P.O. 1983-403-517

Sent to S.J. Groves & Sons Co.	
Street and No. P.O. Box 13160	
P.O., State and ZIP Code Portland, OR 97213	
Postage	$
Certified Fee	
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt Showing to whom and Date Delivered	
Return receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	$
Postmark or Date	

PS Form 3800, Feb. 1982

PS Form 3811, Jan. 1979

RETURN RECEIPT, REGISTERED, INSURED AND CERTIFIED MAIL

● SENDER: Complete items 1, 2, and 3.
Add your address in the "RETURN TO" space on reverse.

1. The following service is requested (check one.)
   - ☒ Show to whom and date delivered.............. ¢
   - ☐ Show to whom, date and address of delivery...... ¢
   - ☐ RESTRICTED DELIVERY
     Show to whom and date delivered.............. ¢
   - ☐ RESTRICTED DELIVERY.
     Show to whom, date, and address of delivery. $

(CONSULT POSTMASTER FOR FEES)

2. ARTICLE ADDRESSED TO:
S.J. Groves & Sons Co.
P.O. Box 13160
Rose City Park Station
Portland, OR 97213

3. ARTICLE DESCRIPTION:

REGISTERED NO.	CERTIFIED NO.	INSURED NO.
	P714007324	

(Always obtain signature of addressee or agent)

I have received the article described above.
SIGNATURE ☐Addressee ☐Authorized agent

4. F R Brooks

DATE OF DELIVERY

POSTMARK
CITY PARK STA
MAY 29 1984
PORTLAND OR
USPO

5. ADDRESS (Complete only if requested)

6. UNABLE TO DELIVER BECAUSE:

CLERK'S INITIALS

☆GPO : 1979-288-848

RECEIVED
JUN 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

June 24, 1986

CON 5 - #9621

L. B. Foster Company
Foster Plaza
P.O. Box 2806
Pittsburgh, PA 15230

Attention: David L. Minor
Corporate Credit Manager

Thank you for your letter of June 2, 1986, advising us that the claim in the amount of $10,055.18 has been released.

This was in connection with Contract No. 9621 with S. J. Groves & Sons Company for work on the South Banfield Interchange-S.E. Washington Street Section of the East Portland Freeway in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Avenue N.E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State: Filed 2-16-84; CL 84-38

bbc: Bryant Jackmond

FKN:cc

NOTED ON CARD
6-24-86 cc

FOSTER

L.B.FOSTER
COMPANY

Foster Plaza
P.O. Box 2806
Pittsburgh, PA 15230
(412) 928-3400
TWX 710-664-4325

June 2, 1986

Mr. Robert W. Gormston
Commission Services
Transportation Building
Salem, OR 97310

Dear Mr. Gormston:

Re: State Contract Bond #9621
S. Banfield Interchange- SE Washington St. Project
Jackson Marine, S. J. Groves and Sons Company
American Insurance Company and Reliance Insurance Co

This letter is to confirm that L. B. Foster Company no longer has a claim against the insurance company for any indebtedness under the above contract having entered into a settlement agreement dated September, 1985 and, therefore, Foster releases all claims against Alliance Insurance Company having to do with our claim against Jackson Marine in the amount of $10,055.18.

Very truly yours,

Minor

David L. Minor
Corporate Credit Manager

cc: Mr. Greg Smith
S. J. Groves and Sons Company
Rose City Park Station
Portland,OR 97213

jm

RECEIVED
JUN 9 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Offices and Service Centers Worldwide | Pipe, Rail & Track, Piling, | Construction Equipment, Highway Products | 415 Holiday Drive, Pittsburgh, PA 15220

FKM:cc June 24, 1986

CON 5 - #9513, 9594, 9855
9854, & 9621

Wood Tatum Mosser Brooke & Landis
Law Offices
1001 Southwest Fifth Avenue
13th Floor
Portland, OR 97204-1129

Attention: Peter Livingston

Thank you for your letter of June 17, 1986, stating that the claim of $12,375.61 has been paid.

This was in connection with Contract No. 9621 with S. J. Groves & Sons Company for work on the South Banfield Interchange-S.E. Washington Street Section of the East Portland Freeway.

You had previously notified us that the following claims had been paid:

Contract No. 9513 with S. J. Groves & Sons Company in amount of $6,975.14

Contract No. 9594 with R. A. Hatch Co. in the amount of $49,443.45

Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. & R. A. Hatch, a JV in the amounts of $1,323.44 and $81,113.06

Contract No. 9854 with Roadway Constructors Corp. and R. A. Hatch Co. in the amount of $2,013.18.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Avenue N.E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

NOTED ON CARD
6-24-86 cc

bc: Secretary of State: Filed CL 1985-0218; 11-29-85
bbc: Bryant Jackmond FKM:cc

LAW OFFICES OF
WOOD TATUM MOSSER BROOKE & LANDIS
FOUNDED 1870
1001 SOUTHWEST FIFTH AVENUE, 13TH FLOOR
PORTLAND, OREGON 97204-1129
TELEPHONE (503) 224-5430

LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
DONALD J. MORGAN
DAVID C. LANDIS
PETER G. VOORHIES
PAUL N. WONACOTT
JOE D. BAILEY
ROBERT I. SANDERS
JEFFREY E. BOLY
JOHN C. MERCER
WILLIAM P. BUREN
JOHN M. COWDEN
CRAIG C. MURPHY
KATHERINE H. O'NEIL
VICKI HOPMAN YATES
PETER LIVINGSTON
KIM JEFFERIES
BARBARA H. THOMPSON

FRED D. FAGG III
COUNSEL

ERSKINE B. WOOD
JOHN G. HOLDEN
OF COUNSEL

ERSKINE WOOD
(1879-1983)

RCA 296522
FAX 503-241-7235

June 17, 1986

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen
Commission Services

Re: Cascade/Hopsing Construction, Inc.
Our Ref: 321/85:JDM/PL

Cascade/R. A. Hatch
Our Ref: 343/85:JDM/PL

Gentlemen:

All claims on the following contracts have been paid in full:

1. Contract No. 9513 with S. J. Groves and Sons Company in the amount of $6,975.14.
2. Contract No. 9594 with R. A. Hatch Co. in the amount of $49,443.45.
3. Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. and R. A. Hatch, A JV, in the amount of $1,323.44.
4. Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. and R. A. Hatch, A JV, in the amount of $81,113.06.
5. Contract No. 9854 with Roadway Constructors Corp. and R. A. Hatch Co., in the amount of $2,013.18.

RECEIVED
JUN 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

6. Contract No. 9621 with S. J. Groves and Sons Company in the amount of $12,375.61.

Your records should reflect payment on the first five contracts. The sixth (No. 9621) was paid this week.

Very truly yours,

Peter Livingston
PETER LIVINGSTON

PL/jlt
13.13/PL
cc: Mark M. LeCoq, Esq.
Saundra Martell
S. J. Groves and Sons Company

RECEIVED
JUN 18 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9621

May 23, 1986

CON 5 - 9513 & 9621

Greg Smith
S. J. Groves & Sons
P. O. Box 13160
Rose City Park Station
Portland, OR 97213

Per our discussion, attached are listing of claims filed against Contract No. 9513 for the N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Project and Contract No. 9621 for the South Banfield Interchange-S.E. Washington Street Project.

The entries that are lined out indicate that the claimant has notified us that the claim has been settled.

Robert W. Gormsen
COMMISSION SERVICES

Attachments

FKN:axm

Contract #9621

1-31-84 Claim ltr. from L. B. Foster Co. for material in the amt. of $10,055.

2-15-84 Ack. above ltr. cc: contractor, surety & Sec. of State for filing. Filed 2-16-84. #CL 84-38

5-24-84 Claim ltr. from Farwest Steel Corp. for furnishing structural steel in the amt. of $5,531.36.

5-31-84 Ack. above ltr. cc: contractor, surety, and Sec. of State for filing. Filed 6-1-84 CL 84-97

9-20-85 - Claim ltr. from Furrer & Scott, Attorney, (Marcia Jory) on behalf of Star Rentals, Inc. filing claim against Contract No. 9594, 9621 & 9513 for eqpt. rental in amount of $5,011.17. (Also involves Contract No. 9594 & 9513.)

9-30-85 - Ack. above ltr. cc: sureties, agent, contractors, construction & Sec. of State for filing.

~~9-18-85 - Claim ltr. from Western Pacific Construction Materials Co., a Division of Riedel International, Inc. for material in the amount of $47,740 plus interest and attorney fees.~~

~~9-30-85 - Ack. above ltr. cc: surety, contractor, Construction & Sec. of State for filing.~~

10-10-85 - Claim ltr. from Riedel International Inc. dba Western Pacific Construction Materials Co. in the amount of $8,917.

10-25-85 - Ack. above ltr. cc: surety, contractor, Construction & Sec. of State for filing. Filed 11-5-85 CL #1985-0173

~~10-29-85 - Ltr. from Western-Pacific Const. Mat. Co., a Div. of Riedel Intl., Inc. stating that claim against S.J. Groves & Sons Co. for material in the amt. of $47,740 plus interest has been paid.~~

~~11-15-85 - Ack. above ltr. cc: contractor & surety~~

10-22-85 Claim ltr. filed by Louis G. Henry, Attorney on behalf of Ash Grove Cement West, Inc. for material in the amount of $71,250.

11-18-85 Ack. above ltr. cc: surety, contract & Sec. of State for filing. FILED 11-21-85. CL 1985-0191.

10-29-85 - Claim ltr. from Standard Paving for equipment rental, labor & equipment provided in the amount of $68,559.40 plus interest.

11-19-85 - Ack. above ltr. cc: surety, contractor, Construction & Sec. of State for filing. FILED 11-20-85. CL 1985-0200.

11-4-85 - Claim ltr. filed by Wood, Tatum, Mosser, Brooke & Holden attorney on behalf of Cascade Const. Co., Inc. for material in the amt. of $12,375.61. against Hopsing

11-19-85 - Ack above ltr. cc: surety, Const., contractors & Sec. of State for filing. CL 1985-0218 11-29-85

10-22-85 - Letter from Furrer & Scott (Marcia L. Jory) atty. that Starr Rentals has rec'd partial payment of $1,250.85, leaving a balance of $3,760.32. (Also involves Contract Nos. 9594 & 9513

11-19-85 - Ack. above ltr. cc: sureties, agent, contractors, Const. & Sec. of State. FILED 11-29-85. CL 1985-0167.

3-6-86 Claim ltr from Johns Concrete Pumping Inc. in amt of $6,914.00. (also involves contract #9594.)

3-18-86 Ackn. above ltr. cc: surety, agent, contractor, Const. & Sec. of State for filing. Filed 3-26-86 [illegible]

2-12-86 Notice of Amended Bond Claim from Riedel Intrnational, Inc. Western Pac. Constr. Materials Co. a division, for material in amt. of $15,728.06 against Hopsing Constrn.

4-16-86 Ackn. above claim. cc contractor, surety, Constrn. & Sec. of State for filing. FILED 4-18-86. CL 1986-0160.

4-18-86 Amended Claim filed by Miller, Nash, Wiener, Hager & Carlsen, (Louis G. Henry) Atty., for Ash Grove Cement West, for matls. to Hopsing Constrn. Inc., in sum of $71,250 together with interest thru 3-10-86 of $27,808.72, together with interest on sum of $71,250 until paid.

5-14-86 Ackn. above amended claim. cc contractor, surety, Constrn., & Sec. of State for filing.

9621

4-23-86	Claim letter from Westlake Consultants Inc. in amt. of $1,525 for surveying services.
5-15-86	Ackn. above letter. cc contractor, surety, Constrn, and Sec. of State for filing. FILED 5-19-86. CL 1986-0198.

9621
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 19 1986
BARBARA ROBERTS
SECRETARY OF STATE

May 15, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9594 noted
#9513 noted
#9621 noted

Westlake Consultants Inc.
7145 S.W. Varns Road
Tigard, OR 97223

We have received your letter dated April 23, 1986, filing claims against the following Highway Division contracts:

FILED BY: Westlake Consultants Inc.

FOR: Surveying services

CONTRACT NO. 9513

NOTED ON CARD
5/21/86 CB

PRIME CONTRACTOR: S. J. Groves & Sons Company

PROJECT: N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Columbia River Highway

SURETY: The American Insurance Company

AMOUNT: $850

CONTRACT NO. 9621

PRIME CONTRACTOR: S. J. Groves & Sons Company

PROJECT: S. Banfield Interchange-S.E. Washington Street Section, East Portland Freeway

NOTED ON CARD
5/21/86 CB

SURETY: The American Insurance Co.

AMOUNT: $1,525

CONTRACT NO. 9594

PRIME CONTRACTOR: R. A. Hatch Co.

PROJECT: N.E. 39th Avenue-N.E. 87th Avenue (Banfield Transitway) Columbia River Highway

SURETIES: The American Insurance Co. and Industrial Indemnity Co.

AGENT: Corroon & Black of Oregon

AMOUNT: $1,025

NOTED ON CARD
5/21/86 CB

We will advise the sureties, agent, and the prime contractors of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: S.J. Groves & Sons Company
2255 116th Avenue N.E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Industrial Indemnity Co.
421 S.W. 6th Avenue
Portland, OR 97204

bc: Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter. ✓

RECEIVED
MAY 20 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Westlake Consultants Inc.
7145 S.W. Varns Rd.
Tigard, Oregon 97223
WCI
503-684-0652

April 23, 1986

Secretary of State
Department of Tranportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen
Commission Service

Re: Surveying Services
Banfield Freeway

Westlake Consultants, Inc., hereby gives notice of the following claims for services rendered:

Description: Surveying Services

Location: N.E. Union/N.E. 39th Ave. (Banfield Light Rail)
Columbia River Hwy, Multnomah County

Contract: #9513

Prime Contractor: S.J. Groves & Son Co.

Surety: American Insurance Company

Amount Due: $850

Description: Surveying Services

Location: South Banfield Interstate/S.E. Washington St.
(East Portland Freeway) Multnomah County

Contract: #9621

Prime Contractor: S.J. Groves & Son Co.

Surety: American Insurance Company

Amount Due: $1,525

Description: Surveying Services

Location: N.E. 39th St./N.E. 87th Ave. (Banfield Transit Way) Columbia River Hwy, Multnomah County

Contract: #9594

Prime Contractor: R.A. Hatch Co.

Surety: American Insurance Company
Industrial Indemnity Company

Agent: Corroon & Black of Oregon

Amount Due: $1,025

If you have any proof of claim forms or any other forms pertinent to the filing of this claim, please forward them to me.

If you have questions, please call me at phone #684-0652. Any assistance you can render in expediting the payment of these claims will be greatly appreciated.

Very Truly Yours,

Judi Haney
Managing Vice President

JH/ah

cc: American Insurance Co.
Industrial Indemnity Co.
Corroon & Black of Oregon
R.A. Hatch Co.
Hop Sing Co.
S.J. Groves & Son Co.

RECEIVED
APR 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Cl. 1986-0200

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 20 1986
BARBARA ROBERTS
SECRETARY OF STATE

May 14, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #9621

Miller, Nash, Wiener, Hager & Carlsen
Attorneys and Counselors at Law
111 S.W. Fifth Avenue
Portland, OR 97204

Attention: Louis G. Henry

We have received your letter dated April 18, 1986, with attached Amended Notice of Claim on behalf of Ash Grove Cement West, Inc., concerning the following Highway Division contract:

FILED BY:	Ash Grove Cement West, Inc.
AMOUNT:	$71,250 together with accrued interest through March 10, 1986, of $27,808.72, together with interest on sum of $71,250 from March 11, 1986, until paid.
FOR:	Material
AGAINST (PRIME CONTRACTOR):	S. J. Groves & Sons Company
SUBCONTRACTOR:	Hopsing Construction, Inc.
CONTRACT NO.:	9621
PROJECT:	S. Banfield Interchange-S.E. Washington Street Section, East Portland Freeway, Multnomah County
SURETY:	The American Insurance Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

NOTED ON CARD
6-20-86 cc

[illegible]

Please advise this office when your client's claim has been paid. We are also enclosing your filing postal card.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Avenue N.E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
MAY 22 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COPY

MILLER, NASH, WIENER, HAGER & CARLSEN
ATTORNEYS AND COUNSELORS AT LAW
111 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-3699

ROBERT S. MILLER
FRANK E. NASH
NORMAN J. WIENER
ORVAL O. HAGER
CLIFFORD N. CARLSEN, JR.
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
DONALD R. HOLMAN
KENNETH W. HERGENHAN
WILLIAM B. CROW
HARVEY C. BARRAGAR
GERALD A. FROEBE
CONRAD L. MOORE
DEAN D. DeCHAINE
R. ALAN WIGHT
DOUGLAS M. RAGEN
J. FRANKLIN CABLE
RICHARD A. EDWARDS
DAVID M. MUNRO
JOHN R. BAKKENSEN
CLYDE H. MacIVER**
LOUIS B. LIVINGSTON

G. TODD NORVELL
PETER C. RICHTER
DONALD A. BURNS
RICHARD A. CANADAY
RICHARD A. CANTLIN
M. CHRISTIE HELMER
GRAHAM M. HICKS
DAVID C. CULPEPPER
JAMES N. WESTWOOD
J. BARRETT MARKS
DENNIS P. RAWLINSON
DONNA M. CAMERON
JOHN J. DeMOTT
BRUCE A. RUBIN
THOMAS C. SAND
MICHAEL E. ARTHUR
JOHN A. LUSKY
STEVEN O. ROSEN
KEVIN D. PADRICK
JOHN W. OSBURN
JOHN F. NEUPERT
MARY ANN FRANTZ
DONALD P. BOURGEOIS

TELEPHONE (503) 224-5858
TELEX 364462 KINGMAR PTL
TELECOPY (503) 224-0155

COUNSEL
JOHN D. BURNS
JAMES B. RUYLE

SEATTLE OFFICE
COLUMBIA CENTER
701 FIFTH AVENUE
SEATTLE, WASHINGTON 98104-7078
TELEPHONE (206) 622-8484

MARK A. ANDERSON*
JEFFREY D. AUSTIN
SYBIL R. BARRIER
PAUL BLAYLOCK, M.D.
RECE BLY
DAVID W. BROWN
STEPHEN K. BUSHONG
GREGORY A. CHAIMOV
BRIAN B. DOHERTY
JEFFREY J. DRUCKMAN
JAMES F. DULCICH
MELINDA S. EDEN
MARGARET FIORINO
JONATHON L. GOODLING
DAVID M. GROGAN
BROOKS E. HARLOW**
STEVEN M. HEDBERG*
LOUIS G. HENRY
DAVID W. HERCHER
FRED M. ISAACS
HARLAN EDWARD JONES*

GENE D. KENNEDY
VICTORIA J. KRISCH
THOMAS E. LINDLEY
ELIZABETH C. MADSEN
LINDA L. MARSHALL*
MICHAEL W. MELTZER
JEFFREY S. MERRICK
ERICH W. MERRILL, JR.
P. CONOVER MICKIEWICZ
D. CRAIG MIKKELSEN
JEFFREY B. MILLNER
EVERETT R. MORELAND
JERRY R. PARKINSON
JOHN F. PURCELL
MAUREEN R. SLOANE
JEFFREY C. THEDE*
WILLIAM H. WALTERS
CAROLYN E. WELLS*
REBECCA S. WILSON
DAVID WU

*ADMITTED IN OREGON AND WASHINGTON
**ADMITTED IN WASHINGTON ONLY

April 18, 1986

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert W. Gormsen
Commission Services

Subject: Amended claim of Ash Grove Cement West, Inc., for materials supplied to Hopsing Construction, Inc., on State of Oregon, Department of Transportation, Contract No. 9621

Gentlemen:

We are the attorneys for Ash Grove Cement West, Inc.

Enclosed for filing with the State of Oregon, Department of Transportation, is Ash Grove Cement West, Inc.'s amended notice of claim in connection with the subject matter. Please let us know the date on which the amended notice of claim is filed by completing the enclosed postcard and returning the postcard to us.

Very truly yours,

LOUIS G. HENRY

Louis G. Henry

cc w/enc: Hopsing Construction, Inc.
S. J. Groves & Sons Company
The American Insurance Company
Industrial Indemnity Company
Mr. James D. Huegli

RECEIVED
APR 22 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
DOT DIRECTOR
APR 21 '86
REFER TO

FOR

Info	Answer	R/D	D/R	Sign	Act	File

COPY

AMENDED NOTICE OF CLAIM

To: State of Oregon, Department of Transportation

Notice hereby is given, pursuant to ORS 279.526, that Ash Grove Cement West, Inc., has a claim for cement furnished by Ash Grove Cement West, Inc., to Hopsing Construction, Inc., in the sum of $71,250, together with accrued interest on that sum through March 10, 1986, of $27,808.72, together with interest on the sum of $71,250 at the rate of 18 percent per annum from March 11, 1986, until paid, against the bond taken from S. J. Groves & Sons Company, general contractor, as principal, and The American Insurance Company, as surety, for the work of the South Banfield Interchange - S.E. Washington Street Section of the East Portland Freeway in Multnomah County, Oregon, which is known as State of Oregon, Department of Transportation, contract no. 9621.

DATED this 17th day of April, 1986.

ASH GROVE CEMENT WEST, INC.
111 S.E. Madison Street
Portland, Oregon 97214

By

Title Asst. Sec.

1983 S. Banfield-SE Washington 9621
St. Sec., East Portland Fwy.
(gr, pav, str, sign, ill, sig) #1

9621

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

April 28, 1986
IN REPLY REFER TO
HFO.6-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project I-205-7(86)311
S. Banfield - S. E. Washington
Contract 9621, Force Order 9
East Portland Freeway
Multnomah County

We have reviewed OFW No. 9 submitted with Mr. Patterson's April 10, 1986 letter. If the storm sewer blockage was caused by construction activities we believe the cost should be assigned to the contractor. Otherwise the problem would be a maintenance responsibility.

We are returning Order for Force Work No. 9 without approval. Please change the cost accounting code accordingly.

Sincerely yours,

G.K. [illegible]
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. Potter, Program)
OSHD (C. O. Fredrickson, Const) w/OFW No. 9

WES

RECEIVED
STAT HWY ENGR
APR 29 '86
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

Orig. to
5/1

9621

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S Banfield Intchg SE Washington St.

WEEK ENDING: April 17, 1986

SECTION PREFIX: C09621

HIGHWAY: East Portland Freeway

COUNTY: Multnomah

NAME OF JOB: S Banfield Intchg SE Washington

KIND OF WORK: Grade, Pave, Structure, Sign, Signal, Illum

CONTRACTOR: SJ Groves & Sons Co.

CONTRACT NUMBER: 9621

FEDERAL AID PROJECT NUMBER: I-205-7(86)311

DATE OF CONTRACT: April 19, 1983

DATE WORK STARTED: May 4, 1983

ESTIMATED COMPLETION DATE: September 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: e)850

CALENDAR DAYS USED: e)874

SPECIFIED COMPLETION DATE: a)9-15-84 b)10-26-84 c)9-15-84 d)9-15-84

PERCENT OF TIME ELAPSED: e)100

PROJECT AUTHORIZATION: $17,481,502.88

EXCLUSIVE OF ENGINEERING: $16,238,171.12

ENGINEERING AUTHORIZATION: 1,243,331.76

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $16,081,932.84

ENGINEERING COST TO DATE: 1,290,484.48

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . 1 %

PERCENT OF AUTHORIZATION . . . . . . 104 %

DATE PROJECT WAS COMPLETED:

RR flagging began 5-11-83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVING paving	signin	illum	signals
100	100	100	100	100	100	100	100

	GRADING	SURFACING base	asphalt paving	pcc paving	
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	265,650cy	47,000tn	16,400tn	71,860sy	
TOTAL QUANTITIES CORRECTED TO DATE	253,310cy	52,908tn	23,948tn	77,220sy	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	253,310cy	52,908tn	23,948tn	77,220sy	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13516C	13516D	13516F	13516G	13516J	16544	walls	
PERCENT	100	100	100	100	100	100	100	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CONTRACT NO: 9621 ATE: April 17, 1986

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

4-13 SUNDAY	No activity.
4-14 MONDAY	See summary below
4-15 TUESDAY	see summary below
4-16 WEDNESDAY	see summary below
4-17 THURSDAY	No activity
4-11 FRIDAY	see summary below
4-12 SATURDAY	No activity

REMARKS

SUMMARY: Contractor moved his field office and equipment off of the project and reshaped the ground at 92nd and Holaday vicinity.

Third notification date: April 16, 1986.

SIGNED John C. Jones LOCATION Portland

For MICHAEL FISHER
project manager

3700 SE 92nd
PORTLAND, OR
97266

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED: SUBMIT 3 COPIES

SP*F216

[illegible]

April 16, 1986

CON 5 #9855
#9513 #9854
#9594 #9621

Wood Tatum Mosser Brooke & Landis
1001 S.W. Fifth Avenue, 13th Floor
Portland, OR 97204-1129

Attention: Peter Livingston

Thank you for your letter of March 13, 1986, with attachments, stating that the following claims filed by Cascade Construction Company have been paid:

> Contract No. 9513 with S. J. Groves and Sons Company in the amount of $6,975.14
>
> Contract No. 9594 with R. A. Hatch Co. in the amount of $49,443.45
>
> Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. and R. A. Hatch, A JV, in the amount of $1,323.44
>
> Contract No. 9855 with Railco Multi Construction, Inc., dba Roadway Constructors Corp. and R. A. Hatch, A JV, in the amount of $81,113.06
>
> Contract No. 9854 with Roadway Constructors Corp. and R. A. Hatch Co., in the amount of $2,013.18.

This information will be noted in our records and we will advise the sureties and the contractors.

Please let us know when the claim against Contract No. 9621 for $12,375.61 plus interest is paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 - 116th Avenue NE
Bellevue, WA 98004

R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Railco Multi Construction, Inc.
dba Roadway Constructors Corp.
& R. A. Hatch Co., JV
P. O. Box 6179
Bend, OR 97708

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon & Black of Oregon
P. O. Box 8699
Portland, OR 97201

Industrial Indemnity Company
Attn: Bond Department
421 SW 6th Avenue
Portland, OR 97204

bc: Secretary of State

bbc: Bryant Jackmond

FKN:azm

NOTED ON CARD

LAW OFFICES OF
WOOD TATUM MOSSER BROOKE & LANDIS
FOUNDED 1870
1001 SOUTHWEST FIFTH AVENUE, 13TH FLOOR
PORTLAND, OREGON 97204-1129
TELEPHONE (503) 224-5430

LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
DONALD J. MORGAN
DAVID C. LANDIS
PETER G. VOORHIES
PAUL N. WONACOTT
JOE D. BAILEY
ROBERT I. SANDERS
JEFFREY E. BOLY
JOHN C. MERCER
WILLIAM P. BUREN
JOHN M. COWDEN
CRAIG C. MURPHY
KATHERINE H. O'NEIL
VICKI HOPMAN YATES
PETER LIVINGSTON
KIM JEFFERIES
BARBARA H. THOMPSON

FRED D. FAGG III
COUNSEL

ERSKINE B. WOOD
JOHN G. HOLDEN
OF COUNSEL

ERSKINE WOOD
(1879-1983)

RCA 296522
FAX 503-241-7235

March 13, 1986

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen
Commission Services

Re: Cascade/Hopsing Construction, Inc.
Our Ref: 321/85:JDM/PL

Cascade/R. A. Hatch
Our Ref: 343/85:JDM/PL

Gentlemen:

This office filed claims by letters dated November 4 and November 26, 1985, copies of which are enclosed. Only the claim on contract No. 9621 for $12,375.61 plus interest remains unpaid. The other claims have been paid in full.

Very truly yours,

Peter Livingston

PETER LIVINGSTON

PL/jlt
13.08/PL
Enclosures
cc: Cascade Construction
Attn: Mr. Jon E. Morris

RECEIVED
MAR 14 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
WOOD TATUM MOSSER BROOKE & HOLDEN
1001 SOUTHWEST FIFTH AVENUE, SUITE 1300
PORTLAND, OREGON 97204-1129

ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
PETER G. VOORHIES
PAUL N. WONACOTT
ROBERT I. SANDERS
JEFFREY E. BOLY
WILLIAM P. BUREN
JOHN M. COWDEN
KATHERINE H. O'NEIL
CRAIG C. MURPHY
PETER LIVINGSTON

ERSKINE WOOD
(1879-1983)

FRED D. FAGG, III
OF COUNSEL

TELEPHONE (503) 224-5430
CABLE: LINWOOD
RCA 296522
PANAFAX 503-241-7235

November 4, 1985

RECEIVED
MAR - 5 1986
WTMB&L

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen,
Commission Services

Re: Cascade/Hopsing Construction, Inc.
Our Ref: 321/85:JDM/PL

Gentlemen:

Cascade Construction Company, Inc. wishes to file the following claims for CTB and cement furnished to Hopsing Construction, Inc.:

Contract No.	Contractor	Surety	Amt. Due	Project
1. 9513	S. J. Groves & Sons Co.	American Insurance Company	$6,975.14	N.E. Union - N.E. 39th Section of Columbia Hwy. Paid in Full 2-13 + 2-14 -86
2. 9621	S. J. Groves & Sons Co.	American Insurance Company	$12,375.61	S. Banfield Interchange - S.E. Washington St.
3. 9594	R. A. Hatch Co.	American Insurance Company and Industrial Indemnity Company	$49,443.45	N.E. 87th Section of Columbia River Hwy. Paid in Full 2-13+2-14 1986

RECEIVED
MAR [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

4.	9855	Railco Multi Construction, Inc. dba Roadway Constructors Corp. & R. A. Hatch Co., JV	American Insurance Company	$1,323.44	Powell Blvd. Heiney Road	- paid in full - 3-4-86

Very truly yours,

John D Mosser

JOHN D. MOSSER
Secretary, Cascade Construction
Company, Inc.

13.01/PL
lla

cc: American Insurance Co. (Certified Mail)
P.O. Box 3825
Portland, OR 97208

Industrial Indemnity Company (Certified Mail)
421 S.W. Sixth Avenue
Portland, OR 97204

✓Cascade Construction Co.
Attn: Mr. Jon E. Morris

RECEIVED
MAR [illegible] 1986
[illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
WOOD TATUM MOSSER BROOKE & HOLDEN
1001 SOUTHWEST FIFTH AVENUE, SUITE 1300
PORTLAND, OREGON 97204-1129

ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
PETER G. VOORHIES
PAUL N. WONACOTT
ROBERT I. SANDERS
JEFFREY E. BOLY
WILLIAM P. BUREN
JOHN M. COWDEN
KATHERINE H. O'NEIL
CRAIG C. MURPHY
PETER LIVINGSTON

ERSKINE WOOD
(1879-1983)

FRED D. FAGG, III
OF COUNSEL

TELEPHONE (503) 224-5430
CABLE: LINWOOD
RCA 296522
PANAFAX 503-241-7235

November 26, 1985

RECEIVED
MAR - 5 1986
WTMB&H

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen,
Commission Services

Re: Cascade/R.A. Hatch
Our Ref: 343/85:JDM/PL

Gentlemen:

Yesterday a letter was sent notifying you of certain claims. Some of the information concerning the contractors was incorrect. This letter lists the contractors correctly.

Cascade Construction Company, Inc. hereby gives notice of the following claims for materials furnished to R.A. Hatch Co.:

1. CTB and Cement

Contract No.: 9855
Project: Powell Blvd. - Heiney Road
Contractor: Railco Multi Construction, Inc. dba Roadway Constructor's & R.A. Hatch Co., Joint Venturers
Surety: American Insurance Company

Amount supplied:
CTB: 11,087.17 tons @ 4.50 = $49,892.27
Cement: 449.22 tons @69.50 = 31,220.79

Paid in Full 2-28-86

TOTAL AMOUNT DUE: $81,113.06

RECEIVED
MAR - 1986
COMMISSION SERVICES

2. Asphalt Mix and Liquid Asphalt

Contract No.: 9854
Project: NW Kittridge Avenue - NW 31st Ave.
Contractor: Roadway Constructor's Corp. & R.A. Hatch Co., Joint Venturers

Asphaltic mix:	98.794 tons @ $ 10.91 =	$1,077.84
Liquid asphalt:	5.502 tons @ 170.00 =	935.34
	TOTAL AMOUNT DUE:	$2,013.18

Paid in Full
2-28-86

We would appreciate it if you let us know as soon as possible who the surety is on the second claim.

Very truly yours,

John D. Mosser

JOHN D. MOSSER
Secretary, Cascade
Construction Company, Inc.

13.02/PL
11a

cc: American Insurance Co. (Certified Mail)
P.O. Box 3825
Portland, OR 97208

Railco Multi Construction, Inc.
dba Roadway Constructor's Corp. &
R.A. Hatch Co., J.V.
3500 S.W. Bond Avenue
Portland, OR 97201

R.A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Cascade Construction Co.
Attn: Mr. Jon E. Morris

RECEIVED
NOV 27 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL1986-0160

9621

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
APR 18 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.: CON 5
#9621

April 16, 1986

Western-Pacific Construction Materials Co.
Division of Riedel International, Inc.
3510 S.W. Bond
Portland, OR 97201-4594

Attention: Mark Connelly
Credit Manager

We have received your Notice of Amended Claim dated February 12, 1986, against the following Highway Division contract:

FILED BY:	Riedel International, Inc. dba Western-Pacific Construction Materials Co.
AMOUNT:	$15,728.06
FOR:	Materials
AGAINST (Prime Contractor):	S. J. Groves & Sons Company
SUBCONTRACTOR:	Hopsing Construction
CONTRACT NO.:	9621
PROJECT:	S. Banfield Interchange-S.E. Washington Street Section, East Portland Freeway, Multnomah County
SURETY:	The American Insurance Company

NOTED ON CARD
5/21/86 CB

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
APR 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 - 116th Avenue N.E.
Bellevue, WA 98004

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

"Imagineering a better world"

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201-4594
(503) 222-4210

NOTICE OF AMENDED BOND CLAIM

The undersigned submits the following claim against bond of contractor:

TO: Mr. Robert Gormsen
Oregon Department of Transportation
Commission Services
Transportation Building, Room 121
Salem, OR 97310

RE: Hop Sing Construction
Bond Number: OSHD 9621
Job Name: South Banfield Interchange - Washington Street Job

Notice is hereby given that the undersigned, Riedel International, Inc., dba Western Pacific Construction Materials Co., has a claim for delivery and sale of materials used in the above improvement in the sum of $15,728.06 against the bond taken from S.J. Groves and Son's Company and American Insurance Company for the work of S. Banfield Interchange - Washington Street said improvements being in the City of Portland, County of Multnomah, State of Oregon.

RIEDEL INTERNATIONAL, INC.
(Western Pacific Construction
Materials Co. a division)

By: Mark Connelly, Credit Manager

Date: February 12, 1986

RECEIVED
MAR 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Helping Build the West . . . and Beyond"

CALIFORNIA LAUNCH SERVICES CORP.
LONGVIEW CONCRETE CO.
OMNI RUBBER PRODUCTS, INC.
PIONEER CONSTRUCTION MATERIALS CO.
WESTERN MARINE-BRAZIL LTDA.
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
WESTERN-PACIFIC DREDGING CO.
WESTERN-PACIFIC DRILLING CO.
WESTERN-PACIFIC ERECTORS
WESTERN-PACIFIC MARINE SERVICES CO.
WESTERN-PACIFIC PILEDRIVING CO.
WESTERN TUG & BARGE CORP.
WILLAMETTE TUG & BARGE CO.
WILLAMETTE-WESTERN CO.
WORLD SECURITY SERVICES CO.

jc 9621

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-IR-205-7(86)311

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 25, 1984

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION: S. Banfield Interchange - S. E. Washington St.

11. GENERAL DESCRIPTION OF WORK: Furnish, install and remove temporary impact attenuators

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A ~~XXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 10/25/84 as requested in Mr. Fredrickson's letter of 3/3/86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 8 is approved to a TEC of $10,000; Federal Funds $9,222.

too much delay!

14. DATE 3/26/86

15. SIGNATURE OF APPROVING OFFICIAL Robert B Holloway

16. TITLE For Division Administrator

Orig. to 3/27

RECEIVED
STATE HWY ENGR
MAR 27 '86
REFER TO Potter
FOR

Info	Invest	N/D	J/R	Sign	Act	File

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9621
CL 1986-0140

W

FILED
MAR 26 1986
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 18, 1986

In Reply Refer To
File No.: CON 5
#9594
#9621

Johns Concrete Pumping Inc.
3510 N.E. 97th Avenue
Vancouver, WA 98662

NOTED ON CARDS
5-5-86

We have received your letter, dated March 6, 1986, with supporting documentation, filing claims against the following Highway Division contracts:

FILED BY:	Johns Concrete Pumping Inc.
CONTRACT NO.:	9594
CONTRACTOR:	R. A. Hatch Co.
AMOUNT:	$6,914.76
PROJECT:	N.E. 39th Avenue-N.E. 87th Avenue (Banfield Transitway), Columbia River Highway, Multnomah County
SURETIES:	The American Insurance Co. and Industrial Indemnity Co.
AGENT:	Corroon & Black of Oregon
CONTRACT NO.:	9621
CONTRACTOR:	S. J. Groves & Sons Company
AMOUNT:	$6,914.00
PROJECT:	S. Banfield Interchange-S.E. Washington Street Section, East Portland Freeway, Multnomah County
SURETY:	The American Insurance Co.

We will advise the sureties, agent and the contractors of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Industrial Indemnity Co.
421 S.W. 6th Avenue
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

S. J. Groves & Sons Company
2255 116th Avenue N.E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
MAR 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

39-82

9594
9621

R. W. Gormsen
Room 171
Transportation Bldg.
Salem, Oregon 97310

Mar. 6, 1986

Dear Mr. Gormsen:

Have talked to the R. A. Hatch Co. and have sent the enclosed statements. As of the above date we have had no response from them.

Sincerely

Don A. Taylor
Johns Concrete Pumping Inc.
3510 N. E. 97th Ave
Vancouver, Wa 98662

256-4692

3-6-86. Sue will phone in our contract # R

RECEIVED
MAR 7 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

R. A. Hatch
P. O. Box 6179
Bend, Oregon 97708

Feburary 26,1986

Gentlemen:

The invoices to Johns Concrete Pumping Inc are now all more than a year past due. Could you in the best interests of both companies PLEASE pay for the services we provided you. Please remitt the balance shown below.

1 Jan 1986 PAST DUE Balance----------	$19,279.62
27 Jan Ck # 702604 ----------------	5,777.38
Accumulated Interest----------------	326.52
Past Balance Due	$13,828.76

PLEASE REMITT NOW

Don A Taylor
Johns Concrete Pumping Inc
Pachl Const. Co.

50% of this to contract	9594	6914.76
50% to contract	9621	6914.00

RECEIVED
MAR 7 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATEMENT

R. A. Hatch
P. O. Box 6179
Bend, Oregon 97708

March 6, 1986

Gentlemen:

The invoices to Johns Concrete Pumping Inc are now all more than a year past due. Could you in the best interests of both companies PLEASE pay for the services we provided you. Please remitt the balance shown below.

1 Jan 1986 PAST DUE Balance-----------	$19,279.62
27 Jan Ck # 702604 ------------------	5,777.38
Accumulated Interest-----------------	326.52
Past Balance Due	$13,828.76

PLEASE REMITT NOW

Don A Taylor
Johns Concrete Pumping Inc
Pachl Const. Co.

RECEIVED
MAR 7 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

March 10, 1986
IN REPLY REFER TO
HFO.6-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project I-205-7(86)311
S. Banfield - S. E. Washington
E. Portland Freeway
Multnomah County

We have reviewed SFO No. 11 submitted with Mr. Fredrickson's letter of March 3, 1986. The "Supporting Data" sheet attached to the order reflects no contact made with FHWA prior to start of work.

The work included mowing and removing grass from existing slopes. If these slopes were outside the contractor's physical work area, we consider the work to be maintenance of a previously completed project. If the slopes were those constructed by this contractor, the mowing should be charged to the contractor. In any case it is not eligible for Federal-aid Interstate funds.

The order is hereby returned without approval.

Sincerely yours,

G. K. Hosmer
for Dale E. Wilken
Division Administrator

cc:
OSHD (C. O. Fredrickson, Const)
OSHD (G. A. Potter, Program)

W&S Means.

TAA
Orig. to
3/13

RECEIVED
STATE HWY ENGR
MAR 11 '86

REFER TO
Fredrickson

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

Recommended for approval
subject to comments noted.
Nb ☑ Area Engineer
☐ Bridge Engineer
☐ Right of Way
☐

NOT APPROVED

APPROVED:

rec

Date Field Opns. Engr.

Return to FAPA

In Reply Refer to
File No.:

CON 5

DATE: March 3, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: f— H. H. Batterman
C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

Federal-aid Project
No. I-205-7(96)31
(86)

SUBJECT: Request Change Order Approval

Contract 9621, Order for Force Work No. 11
Project S. Banfield Intch.-SE Washington St.
Highway E. Portland Freeway
County Multnomah

The attached order is for mowing and grass removal on slopes. This work was necessary to alleviate the complaints of local residents who considered the tall, dry grass a fire hazard.

The contractor did not have the equipment to do mowing. The State had trained personnel and equipment to do it expeditiously and economically.

We request your concurrence that it is cost effective and in the public interest to do this work with State forces.

The amount of this order is for $4,000.00 with federal participation amounting to approximately $3,688.

August 14, 1985 authorization date is requested.

HHP:mk

Attach.

CO/9621

RECEIVED
MAR 4 1986
OREGON DIVISION

734-2023 (2-85)

HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces	FUNCTION NO. ("SFO") ORDER NO. — 11
PROJECT NAME (SECTION) S. Banfield Interchange — S.E. Washington Street	CONTRACT NO. C09621
HIGHWAY East Portland Freeway — COUNTY Multnomah	PREFIX C09621
	F.A. PROJECT NO. I-205-7(86)31

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Mow & remove dry grass on existing slopes

Throughout the project

ESTIMATE OF QUANTITIES AND COSTS:

Labor, Equipment	$4,000.00

Effective date of authorization for work ____________

EXPLANATION:

Remove Fire Hazard

SUBMITTED BY TITLE	DATE 8/6/85	APPROVAL RECOMMENDED [redacted] BY REGION Marvin Coff	DATE 8-9-85
APPROVAL RECOMMENDED BY TITLE	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC Harold Wimer	DATE AUG 14

CONTRACT PROJECTS —
Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT —
Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

7/2

HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces		FUNCTION NO. ("SFO") ORDER NO. — 11
PROJECT NAME (SECTION) S. Banfield Interchange — S.E. Washington Street		CONTRACT NO. C09621
HIGHWAY East Portland Freeway	COUNTY Multnomah	PREFIX C09621
		F.A. PROJECT NO. I-205-7(86)31

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Mow & remove dry grass on existing slopes

Throughout the project

ESTIMATE OF QUANTITIES AND COSTS:

Labor, Equipment	$4,000.00

Effective date of authorization for work ____________

EXPLANATION:

Remove Fire Hazard

SUBMITTED BY TITLE	DATE 8/6/85	APPROVAL RECOMMENDED [redacted] BY REGION	DATE 8-9-85
APPROVAL RECOMMENDED BY TITLE	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC	DATE AUG 14 1

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate. DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.	TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

7/2

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces		FUNCTION NO. ("SFO") ORDER NO. — 11
PROJECT NAME (SECTION) S. Banfield Interchange — S.E. Washington Street		CONTRACT NO. C09621
HIGHWAY East Portland Freeway	COUNTY Multnomah	PREFIX C09621
		F.A. PROJECT NO. I-205-7(86)31

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Mow & remove dry grass on existing slopes

Throughout the project

ESTIMATE OF QUANTITIES AND COSTS:

Labor, Equipment	$4,000.00

Effective date of authorization for work ________

EXPLANATION:

Remove Fire Hazard

SUBMITTED BY TITLE	DATE 8/6/85	APPROVAL RECOMMENDED [redacted] BY REGION Marvin Croft	DATE 8-9-85
APPROVAL RECOMMENDED BY TITLE	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC	DATE AUG 14

CONTRACT PROJECTS —
Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT [illegible]

TITLE II PROJECTS NOT UNDER CONTRACT —
Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION): S. Banfield Interchange -- S.E. Washington Street
CONTRACT NO.: C09621
HIGHWAY: East Portland Freeway
COUNTY: Multnomah
PREFIX: C09621
NET EFFECT OF ORDER ON PROJECT INCREASE DECREASE $
PROJECT AUTHORIZATION $
EST. PROJECT COST WITH ORDER $
OVERRUN %
F.A. PROJECT NO.: I-205-7(86)31
ESTIMATED STARTING DATE* OR DATE WORK WAS STARTED*
WORK OR CHANGE IS SUBSTANTIAL? ☐ YES ☐ NO
TO ACCOMPANY (ORDER TYPE AND NUMBER)

SUBMITTED TO REGION BY PROJECT MANAGER (SIGN) DATE 8/6/85 FOR ☐ REVIEW ☒ APPROVAL
SUBMITTED TO CONSTRUCTION BY REGION (SIGN) DATE 8-9-85 FOR ☐ REVIEW ☒ APPROVAL

WORK OR CHANGE HAS BEEN DISCUSSED WITH—
Ed Hardt BY Jim McNamee DATE 7/25/85
Maury Payne BY Jim McNamee DATE 7/31/85
BY DATE
BY DATE

APPROVAL TO PROCEED WITH THE WORK OR CHANGE HAS BEEN OBTAINED FROM*—
BY DATE
BY DATE
BY DATE

WORK OR CHANGE HAS BEEN DISCUSSED WITH FHWA—
BY DATE

FHWA TENTATIVE APPROVAL OBTAINED FROM—
BY DATE

FOR "PRICE AGREEMENTS" THAT CHANGE A CONTRACT PRICE OR DETERMINE A NEW PRICE—
"COST ESTIMATE," FORM 734-1877, IS ATTACHED: ☐ YES
"COST ESTIMATE," FORM 734-1877, IS APPROVED BY REGION: ☐ YES ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Group or Technical Services Section):
BY DATE

APPROVAL OF COSTS OBTAINED FROM (Construction Cost Group or Technical Services Section):
BY DATE

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that have Agreed to Share the Costs; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents, Including Estimates of Costs for "Extra Work Orders" and "State Force Orders".)—

Complaints from local residents due to tall dry grass considered a fire hazard.

State forces will mow the grass

Your approval is recommended.

☐ CONTINUED ON ADDITIONAL SHEET(S)

*EXCEPT IN EMERGENCY SITUATIONS, THE WORK OR CHANGE MAY NOT PROCEED WITHOUT PROPER PRIOR APPROVAL(S).

734-1882 (REV. 1/85)

9621

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

February 26, 1986
IN REPLY REFER TO
HFO.6-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project I-205-7(86)311
Contract 9621, EWO No. 17
S. Banfield - S. E. Washington Section
E. Portland Freeway
Multnomah County

We have reviewed this work order and it is our opinion that the responsibility for this extra work is that of the two contractors involved. Both projects were active at this time.

This problem also reflects the shortage of qualified State personnel to adequately assure quality of construction. Major construction joints in CRPCC pavement should receive extra attention.

Based on our analysis of the conditions leading to EWO No. 17, we find the extra cost not eligible for Federal reimbursement. One copy is hereby returned without approval. Please code the document non-participating.

Sincerely yours,

G. K. [illegible]
for Dale E. Wilken
Division Administrator

Enclosure
cy EWO No. 17

cc:
OSHD (G. Potter, Program)
OSHD (C. O. Fredrickson, Const)

WES
7/11A
Orig. to
3/4

RECEIVED
STATE HWY ENGR
FEB 28 '86
REFER TO
Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File
✓					✓	

HIGHWAY DIVISION

ORDER FOR EXTRA WORK
TO BE PERFORMED ON FORCE ACCOUNT BASIS

PROJECT NAME (SECTION) S. Banfield Interchange — S.E. Washington Street		CONTRACT NO. C09621
HIGHWAY East Portland Freeway	COUNTY Multnomah	PREFIX C09621
CONTRACTOR'S NAME AND ADDRESS S. J. Groves & Sons Company P.O. Box 13160 Rose City Park Station Portland, OR 97213		F.A. PROJECT NO. I-205-7(86)31 DATE PREPARED July 31, 1985 EXTRA WORK ORDER NO. 17

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION AND LOCATION OF WORK COVERED BY THIS ORDER —

Reimburse the contractor for one half the cost to remove and replace broken PCC pavement at the "SW" connection to existing PCC pavement Station 295 + 36.

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

Labor, material & equipment	$3,000.00

SPECIFICATIONS AND OTHER PROVISIONS —

SUBMITTED BY PROJECT MANAGER	DATE 7/31/85	APPROVAL RECOMMENDED [redacted] BY REGION Marvin Goff	DATE 8-9-85
APPROVAL RECOMMENDED BY LOCAL AGENCY	DATE	NOTED OR APPROVED BY CONSTRUCTION	DATE AUG 13

INSTRUCTIONS — THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

T

711

9621

HOPSING CONSTRUCTION, INC.
P.O. Box 1346, Tualatin, Oregon 97062, 503-684-1432

Copy

February 25, 1986

S.J. Groves & Sons Co.
P.O. Box 13160
Portland, Oregon 97213

Re: OSHD 9621 Banfield/I-205 Itchg

Gentlemen:

Your transmittal of February 11, 1986, postmarked February 19, 1986, provided a copy of the State's letter of February 5, 1986, stating a PCC pavement penalty in the amount of $11,333.00.

Our work on this project, including corrective PCC pavement bump grinding, was completed on August 31, 1985. A few months should have been more than adequate for the State to determine if the surface tolerance of the PCC pavement is within specifications. Six months and five days to determine this is extremely unreasonable.

We have long since concluded our operations in this area. We do not intend to re-mobilize to do additional PCC grinding. In view of the State's timeliness in this matter we do not intend to accept the proposed penalty. We demand immediate payment of all funds now being held. Should payment be not made forthwith you are requested to present the State proper notice pursuant to the OSHD Standard Specification Section 109.15.

Sincerely,

HOPSING CONSTRUCTION, INC.

Richard N. Hatch
VP/Sec.

cc: Edward Hardt, Metro Region Engineer
Fred D. Miller, Director of Transportation

RECEIVED
STATE HWY ENGR
FEB 28 '86
REFER TO
Bob
FOR

Info	Inves	R/D	D/R	Sign	Act	File
	✓				✓	

RECEIVED
DOT DIRECTOR
FEB 27 '86
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to ~~Fredrickson~~
3/4
2
R

.9621

HOPSING CONSTRUCTION, INC.
P.O. Box 1346, Tualatin, Oregon 97062, 503-684-1432

RECEIVED
DOT DIRECTOR
JAN 13 '86
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

January ~~10~~ 14, 1986

S.J. Groves & Sons Co.
P.O. Box 13160
Portland, Oregon 97213

Pat- Slow.
R

Re: OSHD Contract 9621 - SBanfield Int. MC Names

Gentlemen:

As of this writing the State has not provided the results of profilograph recordings made upon completion of our mandatory PCC pavement grinding in August, 1985. This information is necessary to determine if the PCC pavement is within specifications and, if out of specification, the extent of regrinding we must perform in lieu of any State proposed penalty.

"Just in case" they decide to access a surface tolerance penalty the State has withheld $7,375.00 from our payment for work we have completed on this project. The amount withheld is in addition to normal retainage held on the contract.

We believe the amount of time thus transpired has far exceeded that which would be considered reasonable for the State to perform its work. All contractor work has long since been completed on this project. All project signing has been removed. It is unreasonable at this time for the State to assume that we would remobilize after their lengthly delay.

In view of the time which has elapsed on this matter we can only assume the State does not intend to proceed. We demand immediate payment of the withheld funds.

Sincerely,

HOPSING CONSTRUCTION, INC.

Richard N. Hatch
VP/Sec.

R

cc: Mr. Fred Miller, Director of Transportation
Oregon Department of Transportation

RECEIVED
HWY ENGR
JAN 13 '86
REFER TO
Rulien

Info	Inves	R/D	D/R	Sign	Act	File
✓						

1/14/86

Larry- Yes, our people have been real slow & have not kept contractor advised. The "must grind" work has been done & penalty computations have been made. Contractor needs to be advised & make a decision to re-grind or accept penalty. Kraft advises this will be done next week.

WES

9621.

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: January 13, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

FROM: Bruce M. Walton
for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. I-205-7(86)311

Contract 9621, Work Completed 9-26-85

Project S. Banfield Intrchg.-SE Washington St.

Highway East Portland Freeway

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 12/13/85

G. K. Hossner
for Dale E. Wilken
Division Administrator

RECEIVED
STAT.. HWY ENGR
FEB 5 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
E. L. Hardt
B. M. Walton

CPC/FL4

RECEIVE
JAN 14 1986
OREGON DIVIS

005

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. Banfield Interchange — S.E. Washington Street

WEEK ENDING: January 11, 1986

SECTION PREFIX: C09621

HIGHWAY: East Portland Freeway

COUNTY: Multnomah

NAME OF JOB: S. Banfield Intchge-S.E. Washington Street

KIND OF WORK: Grading, Paving, Structures, Signing, Signals, Illumination

CONTRACTOR: S. J. Groves & Sons Company

CONTRACT NUMBER: C09621

FEDERAL AID PROJECT NUMBER: I-205-7(86)311

DATE OF CONTRACT: April 19, 1983

DATE WORK STARTED: May 4, 1983

ESTIMATED COMPLETION DATE: September 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS e)850

CALENDAR DAYS USED e) 874

SPECIFIED COMPLETION DATE a) 9-15-84 b) 10-26-84 c) 9-15-84 d) 9-15-84

PERCENT OF TIME ELAPSED e) 100

PROJECT AUTHORIZATION: $ 17,503,102.88

EXCLUSIVE OF ENGINEERING: $ 16,259,771.12

ENGINEERING AUTHORIZATION $ 1,243,331.76

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98

ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING $ 16,422,269.08

ENGINEERING COST TO DATE $ 1,266,396.83

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1.0 %

PERCENT OF AUTHORIZATION 102 %

DATE PROJECT WAS COMPLETED: September 26, 1985

RR Flagging Began May 11, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	Paving	Signing	Illumination	Traff. Signals
100	99	100	100	100	100	100	99

	GRADING	Base	Asphalt Paving	PCC Paving	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	265,650 CY	47,000 T	16,400 T	71,860 SY	
TOTAL QUANTITIES CORRECTED TO DATE	250,000 CY	51,631 T	23,700 T	77,788 SY	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	247,369 CY	51,631 T	23,700 T	77,264 SY	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13516 C	13516 D	13516 F	13516 G	13516 J	16544	Walls	
PERCENT	100	100	100	100	100	100	100	

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

2nd Notification sent 9/26/85

Office working on Semi-Final.

SIGNED Michael J. Fisher LOCATION PORTLAND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

9621 1/

HOPSING CONSTRUCTION, INC.
P.O. Box 1346, Tualatin, Oregon 97062, 503-684-1432

RECEIVED
DOT DIRECTOR
JAN 13 '86
REFER TO
[illegible]
FOR
Info Inves R/D D/R Sign Act File

January 10, 1986

S.J. Groves & Sons Co.
P.O. Box 13160
Portland, Oregon 97213

Re: OSHD Contract 9621

Gentlemen:

As of this writing the State has not provided the results of profilograph recordings made upon completion of our mandatory PCC pavement grinding in August, 1985. This information is necessary to determine if the PCC pavement is within specifications and, if out of specification, the extent of regrinding we must perform in lieu of any State proposed penalty.

"Just in case" they decide to access a surface tolerance penalty the State has withheld $7,375.00 from our payment for work we have completed on this project. The amount withheld is in addition to normal retainage held on the contract. 7

We believe the amount of time thus transpired has far exceeded that which would be considered reasonable for the State to perform its work. All contractor work has long since been completed on this project. All project signing has been removed. It is unreasonable at this time for the State to assume that we would remobilize after their lengthly delay.

In view of the time which has elapsed on this matter we can only assume the State does not intend to proceed. We demand immediate payment of the withheld funds.

Sincerely,

HOPSING CONSTRUCTION, INC.

Richard N. Hatch
VP/Sec.

cc: Mr. Fred Miller, Director of Transportation
Oregon Department of Transportation ✓

received from Hopsing
Bn

FRED MILLER

CL 1985-0167

9621

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 29 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 20, 1985

IN REPLY REFER TO
FILE NO.:
CON 5 - 9594 noted
9621 noted
9513 Noted

Furrer & Scott
Law Offices
P. O. Box 23414
Tigard, OR 97223

Attention: Marcia Jory

Thank you for your letter of October 22 advising that your client, Star Rentals, Inc., has received a partial payment in the amount of $1,250.85.

This was in reference to claims against Contract Nos. 9594, 9621, and 9513.

This information will be noted in our records. Please advise us when the remaining $3,760.32, plus interest, has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch
P. O. Box 6179
Bend, OR 97708

S. J. Groves & Sons Company
2255 116th Ave., N. E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

Industrial Indemnity Co.
Attn: Bond Dept.
421 S. W. Sixth Avenue
Portland, OR 97204

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97207

NOTED ON CARD
5/21/86 CB

bc: ~~-~~Secretary of State: Filed 9-30-85. CL 1985-0167

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
FURRER & SCOTT
P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

October 22, 1985

Robert Gormsen
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Your File Nos.: CON 5, No. 9594, No. 9621, No. 9513

Dear Mr. Gormsen:

In reference to the above-stated matters, this letter is to advise you that my client has received a partial payment in the amount of $1,250.85 on this project. That leaves due and owing a balance of $3,760.32 with interest thereon as allowed by law.

If further payments are received on this matter, I will advise your offices.

Very truly yours,

MLJory

Marcia L. Jory

MLJ/b
cc: Star Rents, Inc.

RECEIVED
OCT 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY ADMINISTRATION
RECEIVED
OCT 23 1985
☐ M ☐ AM ☐ ADM ☐ RBR ☐ CA ☐ FS
☐ PMS ☐ AS ☐ CL ☐ OS ☐ TA ☐ FH

CL 1985-0218
9621

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 29 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 19, 1985

In Reply Refer To
File No.:

CON 5 - 9513 noted 5/6/86
9621 noted 3-3-86
9594 [illegible]
9855 noted 5/6/86

Wood, Tatum, Mosser, Brooke & Holden
Law Offices
1001 Southwest Fifth Avenue, Suite 1300
Portland, OR 97204

This will acknowledge your letter dated November 4, 1985, signed by John Mosser, Secretary of Cascade Construction Company, Inc., filing claims against the following Highway Division contracts:

FILED BY: Cascade Construction Company, Inc.

FOR: Material

SUBCONTRACTOR: Hopsing Construction, Inc.

Contract No.: 9513
Prime Contractor: S. J. Groves & Sons Company
Project: N.E. Union Ave.-N.E. 39th Ave. (Banfield Light Rail)
Columbia River Highway
Multnomah County
Amount: $6,975.14
Surety: The American Insurance Co.

NOTED ON CARD
2-18-86

Contract No.: 9621
Prime Contractor: S. J. Groves & Sons Company
Project: S. Banfield Interchange-S.E. Washington St.
East Portland Freeway
Multnomah County
Amount: $12,375.61
Surety: The American Insurance Co.

Contract No.: 9594
Prime Contractor: R. A. Hatch Co.
N. E. 39th Ave.-N.E. 87th Ave. (Banfield Transitway)
Columbia River Highway
Multnomah County
Amount: $49,443.45
Sureties: The American Insurance Co. and Industrial Indemnity Co.
Agent: Corroon and Black of Oregon

RECEIVED
DEC 6 1985

Contract No.:	9855
Prime Contractor:	Railco Multi Construction, Inc. dba Roadway Constructors Corporation, and R. A. Hatch Co., a JV
Project:	Powell Boulevard-Heiney Road Sec. FAU 9867 Multnomah County
Amount:	$1,323.44
Surety:	The American Insurance Co.
Agent:	Corroon and Black of Oregon

We will advise the sureties and the prime contractors of the receipt of these claims. We will also forward the claims to the Secretary of State for filing.

Please advise this office when your client's claims have been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: Cascade Construction Company, Inc.
Attn: John Mosser, Secretary
P. O. Box 4267
Portland, OR 97208

R. A. Hatch Co.
P. O. Box 6179
Bend, OR 97708

Industrial Indemnity Co.
Attn: Bond Department
421 S. W. Sixth Avenue
Portland, OR 97204

Roadway Constructors Corp.
3500 S. W. Bond Avenue
Portland, OR 97201

S. J. Groves & Sons Company
2255 116th Ave., N. E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity and Surety Dept.
P. O. Box 3825
Portland, OR 97208

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
DEC 6 - 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LAW OFFICES
WOOD TATUM MOSSER BROOKE & HOLDEN
1001 SOUTHWEST FIFTH AVENUE, SUITE 1300
PORTLAND, OREGON 97204-1129

ERSKINE B. WOOD
LOFTON L. TATUM
JOHN D. MOSSER
JOHN R. BROOKE
JOHN G. HOLDEN
DONALD J. MORGAN
PETER O. VOORHIES
PAUL N. WONACOTT
ROBERT I. SANDERS
JEFFREY E. BOLY
WILLIAM P. BUREN
JOHN M. COWDEN
KATHERINE H. O'NEIL
CRAIG C. MURPHY
PETER LIVINGSTON

ERSKINE WOOD
(1879-1963)

FRED D. FAGG, III
OF COUNSEL

TELEPHONE (503) 224-5430
CABLE: LINWOOD
RCA 296522
PANAFAX 503-241-7235

November 4, 1985

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Department of Transportation
Transportation Building
Salem, OR 97310

Attn: Robert W. Gormsen,
Commission Services

Re: Cascade/Hopsing Construction, Inc.
Our Ref: 321/85:JDM/PL

Gentlemen:

Cascade Construction Company, Inc. wishes to file the following claims for CTB and cement furnished to Hopsing Construction, Inc.:

Contract No.	Contractor	Surety	Amt. Due	Project
1. 9513	S. J. Groves & Sons Co.	American Insurance Company	$6,975.14	N.E. Union - N.E. 39th Section of Columbia Hwy.
2. 9621	S. J. Groves & Sons Co.	American Insurance Company	$12,375.61	S. Banfield Interchange - S.E. Washington St.
3. 9594	R. A. Hatch Co.	American Insurance Company and Industrial Indemnity Company	$49,443.45	N.E. 87th Section of Columbia River Hwy.

4.	9855	Railco Multi Construction, Inc. dba Roadway Constructors Corp. & R. A. Hatch Co., JV	American Insurance Company	$1,323.44	Powell Blvd. - Heiney Road

Very truly yours,

JOHN D. MOSSER
Secretary, Cascade Construction
Company, Inc.

13.01/PL
11a

cc: American Insurance Co. (Certified Mail)
P.O. Box 3825
Portland, OR 97208

Industrial Indemnity Company (Certified Mail)
421 S.W. Sixth Avenue
Portland, OR 97204

Cascade Construction Co.
Attn: Mr. Jon E. Morris

RECEIVED
NOV 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1985-0200

9621

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 20 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 19, 1985

Standard Paving
P.O. Box 7428
Eugene, OR 97401

CON 5
#9621

IN REPLY REFER TO FILE NO.:

Attention: Richard E. Wildish, President

This will acknowledge your Notice of Claim dated October 29, 1985, concerning the following Highway Division contract:

FILED BY: Standard Paving

AMOUNT: $68,559.40 plus interest

FOR: Equipment rental, labor & equipment provided

AGAINST (Prime contractor): S. J. Groves & Sons Company

SUBCONTRACTOR: Hopsing Construction

CONTRACT NO.: 9621

PROJECT: S. Banfield Interchange-
S.E. Washington Street Section,
East Portland Freeway,
Multnomah County

SURETY: The American Insurance Co.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Co.
2255 116th Ave. N.E.
Bellevue, WA 98004

American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

NOTED ON CARD
5/21/86 CB

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM ON BOND

(ORS 279.528)

TO: The Honorable Barbara Roberts
Secretary of State
136 State Capitol Building
Salem, Oregon 97310

AND: S. J. Groves & Sons Co.
1040 N.E. 92nd
Portland, Oregon 97220

DATE: October 29, 1985

RE: Oregon Department of Transportation
Oregon State Highway Division
Project No. 9621

NOTICE IS HEREBY GIVEN that the undersigned, Sauble Landscaping, Inc., an Illinois corporation, dba Standard Paving, has a claim for equipment rental, labor and equipment provided Hopsing Construction in the sum of $68,559.40, plus interest through October 31, 1985, in the amount of $15,008.35. The per diem interest charge from November 1 on is $45.71. This claim is against the bond taken from S. J. Groves & Sons Co. as Principal and The American Insurance Co. as Surety for the work of construction of the South Banfield Interchange to Southeast Washington Street Section of the East Portland Freeway.

Standard Paving
P. O. Box 7428
Eugene, Oregon 97401

By: ______________________
Richard E. Wildish, President

cc: Robert W. Gormsen
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Hopsing Construction
P. O. Box 12734
Salem, Oregon 97309

RECEIVED
OCT 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1985-0191

bbc: Bryant Jackmond

9621

Department of Transportation

VICTOR ATIYEH
GOVERNOR

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
NOV 21 1985
BARBARA ROBERTS
SECRETARY OF STATE

November 18, 1985

IN REPLY REFER TO FILE NO.:
CON 5
#9621

Miller, Nash, Wiener, Hager & Carlsen
Attorneys at Law
111 SW Fifth Avenue
Portland, OR 97204-3699

Attention: Louis G. Henry

This will acknowledge your letter of October 22, 1985, with attached claim on behalf of Ash Grove Cement West, Inc., against the following Highway Division contract:

FILED BY:	Ash Grove Cement West, Inc.
AMOUNT:	$71,250
FOR:	Material
AGAINST (Prime contractor)	S. J. Groves & Sons Company
SUBCONTRACTOR:	Hopsing Construction, Inc.
CONTRACT NO.:	9621
PROJECT:	S. Banfield Interchange-SE Washington Street Section, East Portland Freeway, Multnomah County
SURETY:	The American Insurance Co.

NOTED ON CARD
5/21/85 CB

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Attached is the completed postcard that you requested in your letter.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED

Att.

cc: S. J. Groves & Sons Co.
2255 116th Ave., NE
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

MILLER, NASH, WIENER, HAGER & CARLSEN
ATTORNEYS AND COUNSELORS AT LAW
111 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-3699

ROBERT S. MILLER
FRANK E. NASH
NORMAN J. WIENER
ORVAL O. HAGER
CLIFFORD N. CARLSEN, JR.
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
DONALD R. HOLMAN
KENNETH W. HERGENHAN
WILLIAM B. CROW
HARVEY C. BARRAGAR
GERALD A. FROEBE
CONRAD L. MOORE
DEAN D. DeCHAINE
R. ALAN WIGHT
DOUGLAS M. RAGEN
J. FRANKLIN CABLE
RICHARD A. EDWARDS
DAVID M. MUNRO
JOHN R. BAKKENSEN
LOUIS B. LIVINGSTON

G. TODD NORVELL
PETER C. RICHTER
DONALD A. BURNS
RICHARD A. CANADAY
RICHARD A. CANTLIN
M. CHRISTIE HELMER
GRAHAM M. HICKS
DAVID C. CULPEPPER
JAMES N. WESTWOOD
J. BARRETT MARKS
DENNIS P. RAWLINSON
DONNA M. CAMERON
JOHN J. DeMOTT
BRUCE A. RUBIN
THOMAS C. SAND
MICHAEL E. ARTHUR
JOHN A. LUSKY
STEVEN O. ROSEN
KEVIN D. PADRICK
JOHN W. OSBURN
JOHN F. NEUPERT
MARY ANN FRANTZ
DONALD P. BOURGEOIS

TELEPHONE (503) 224-5858
TELEX 364462 KINGMAR PTL
TELECOPY (503) 224-0155

COUNSEL
JOHN D. BURNS

OF COUNSEL
GRANT T. ANDERSON

MARK A. ANDERSON
JEFFREY D. AUSTIN
SYBIL R. BARRIER
PAUL BLAYLOCK, M.D.
RECE BLY
HARRY U. BROD
DAVID W. BROWN
STEPHEN K. BUSHONG
GREGORY A. CHAIMOV
BRIAN B. DOHERTY
JEFFREY J. DRUCKMAN
JAMES F. DULCICH
MELINDA S. EDEN
KATHRYN D. FEWELL
MARGARET FIORINO
C. EDWARD FLETCHER, II
JONATHON L. GOODLING
DAVID M. GROGAN
STEVEN M. HEDBERG
LOUIS G. HENRY
DAVID W. HERCHER

FRED M. ISAACS
GENE D. KENNEDY
VICTORIA J. KRISCH
THOMAS E. LINDLEY
ELIZABETH C. MADSEN
LINDA L. MARSHALL
MICHAEL W. MELTZER
JEFFREY S. MERRICK
ERICH W. MERRILL, JR.
P. CONOVER MICKIEWICZ
D. CRAIG MIKKELSEN
JEFFREY B. MILLNER
EVERETT R. MORELAND
JERRY R. PARKINSON
JOHN F. PURCELL
MAUREEN R. SLOANE
JEFFREY C. THEDE
WILLIAM H. WALTERS
REBECCA S. WILSON
DAVID WU

October 22, 1985

State of Oregon
Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert W. Gormsen
Commission Services

Subject: Claim of Ash Grove Cement West, Inc., for materials supplied to Hopsing Construction, Inc., on State of Oregon, Department of Transportation, Contract No. 9621

Gentlemen:

We are the attorneys for Ash Grove Cement West, Inc.

Enclosed for filing with the State of Oregon, Department of Transportation, is Ash Grove Cement West, Inc.'s notice of claim in connection with the subject matter. Please let us know the date on which the notice of claim is filed by completing the enclosed postcard and returning the postcard to us.

Very truly yours,

Louis G. Henry

Louis G. Henry

RECEIVED
OCT 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc w/enc: Hopsing Construction, Inc.
S. J. Groves & Sons Company
The American Insurance Company
Industrial Indemnity Company

NOTICE OF CLAIM

To: State of Oregon, Department of Transportation

Notice hereby is given, pursuant to ORS 279.526, that Ash Grove Cement West, Inc., has a claim for cement furnished by Ash Grove Cement West, Inc., to Hopsing Construction, Inc., in the sum of $71,250 against the bond taken from S. J. Groves & Sons Company, general contractor, as principal, and The American Insurance Company, as surety, for the work of the South Banfield Interchange - S.E. Washington Street Section of the East Portland Freeway in Multnomah County, Oregon, which is known as State of Oregon, Department of Transportation, contract no. 9621.

DATED this 22nd day of October, 1985.

ASH GROVE CEMENT WEST, INC.
111 S.E. Madison Street
Portland, Oregon 97214

By

Title Asst. Secretary

RECEIVED
OCT 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

MILLER, NASH, WIENER, HAGER & CARLSEN
ATTORNEYS AND COUNSELORS AT LAW
111 S. W. FIFTH AVENUE
PORTLAND, OREGON 97204-3699

ROBERT S. MILLER
FRANK E. NASH
NORMAN J. WIENER
ORVAL O. HAGER
CLIFFORD N. CARLSEN, JR.
JOHN W. HILL
CURTIS W. CUTSFORTH
MAURICE O. GEORGES
MARK C. McCLANAHAN
DONALD R. HOLMAN
KENNETH W. HERGENHAN
WILLIAM B. CROW
HARVEY C. BARRAGAR
GERALD A. FROEBE
CONRAD L. MOORE
DEAN D. DeCHAINE
R. ALAN WIGHT
DOUGLAS M. RAGEN
J. FRANKLIN CABLE
RICHARD A. EDWARDS
DAVID M. MUNRO
JOHN R. BAKKENSEN
LOUIS B. LIVINGSTON

G. TODD NORVELL
PETER C. RICHTER
DONALD A. BURNS
RICHARD A. CANADAY
RICHARD A. CANTLIN
M. CHRISTIE HELMER
GRAHAM M. HICKS
DAVID C. CULPEPPER
JAMES N. WESTWOOD
J. BARRETT MARKS
DENNIS P. RAWLINSON
DONNA M. CAMERON
JOHN J. DeMOTT
BRUCE A. RUBIN
THOMAS C. SAND
MICHAEL E. ARTHUR
JOHN A. LUSKY
STEVEN O. ROSEN
KEVIN D. PADRICK
JOHN W. OSBURN
JOHN F. NEUPERT
MARY ANN FRANTZ
DONALD P. BOURGEOIS

TELEPHONE (503) 224-5858

TELEX 364462 KINGMAR PTL

TELECOPY (503) 224-0155

COUNSEL
JOHN D. BURNS

OF COUNSEL
GRANT T. ANDERSON

MARK A. ANDERSON
JEFFREY D. AUSTIN
SYBIL R. BARRIER
PAUL BLAYLOCK, M.D.
RECE BLY
HARRY U. BROD
DAVID W. BROWN
STEPHEN K. BUSHONG
GREGORY A. CHAIMOV
BRIAN B. DOHERTY
JEFFREY J. DRUCKMAN
JAMES F. DULCICH
MELINDA S. EDEN
KATHRYN D. FEWELL
MARGARET FIORINO
C. EDWARD FLETCHER, III
JONATHON L. GOODLING
DAVID M. GROGAN
STEVEN M. HEDBERG
LOUIS G. HENRY
DAVID W. HERCHER

FRED M. ISAACS
GENE D. KENNEDY
VICTORIA J. KRISCH
THOMAS E. LINDLEY
ELIZABETH C. MADSEN
LINDA L. MARSHALL
MICHAEL W. MELTZER
JEFFREY S. MERRICK
ERICH W. MERRILL, JR.
P. CONOVER MICKIEWICZ
D. CRAIG MIKKELSEN
JEFFREY B. MILLNER
EVERETT R. MORELAND
JERRY R. PARKINSON
JOHN F. PURCELL
MAUREEN R. SLOANE
JEFFREY C. THEDE
WILLIAM H. WALTERS
REBECCA S. WILSON
DAVID WU

October 22, 1985

Oregon Secretary of State
143 State Capitol Building
Salem, Oregon 97310

Attention: Public Records

Subject: Claim of Ash Grove Cement West, Inc., for materials supplied to Hopsing Construction, Inc., on State of Oregon, Department of Transportation, Contract No. 9621

Gentlemen:

We are the attorneys for Ash Grove Cement West, Inc.

Enclosed for filing with the Oregon Secretary of State is Ash Grove Cement West, Inc.'s notice of claim in connection with the subject matter. Please let us know the date on which the notice of claim is filed by completing the enclosed postcard and returning the postcard to us.

Very truly yours,

Louis G. Henry

Louis G. Henry

cc w/enc: Hopsing Construction, Inc.
S. J. Groves & Sons Company
The American Insurance Company
Industrial Indemnity Company
State of Oregon, Department of Transportation

RECEIVED
OCT 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

To: Oregon Secretary of State

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DATED this 22nd day of October, 1985.

ASH GROVE CEMENT WEST, INC.
111 S.E. Madison Street
Portland, Oregon 97214

By

Title Asst. Secretary

RECEIVED
OCT 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9621

November 15, 1985

CON 5 - 9621

Western-Pacific Construction Materials Co.
Division of Riedel International, Inc.
P. O. Box 3320
Portland, OR 97208

Attention: Mark D. Connelly
Credit Manager

Thank you for your letter of October 25, 1985, informing us that your claim dated September 18 in the amount of $47,740 plus interest has been satisfied.

This was in reference to S. J. Groves & Sons Company, Contract No. 9621, for work on the S. Banfield Interchange-S.E. Washington Street Section of the East Portland Freeway in Multnomah County.

This information will be noted in our records.

Robert W. Gormsen
COMMISSION SERVICES

FKN:slp

cc: S. J. Groves & Sons, Company
2255 116th Ave., N. E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

bc: Secretary of State: Claim
filed 10-8-85. CL #1985-0157.

bbc: Bryant Jackmond

NOTED ON CARD
11-15-85 slp

"Imagineering a better world"

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201-4594
(503) 222-4210

October 25, 1985

Mr. Robert Gormsen
Department of Transportation
Transportation Building
Salem, OR 97310

Re: OSHD Contract No. 9621
Prime Contractor: S. J. Groves & Sons Co.
Surety: The American Insurance Co.
Amount: $47,740 plus interest

Dear Mr. Gormsen:

Western-Pacific Construction Materials Co. has been satisfied in full for its claim dated September 18, 1985 against the above referenced contractor and surety.

We hereby release the parties involved from this claim that involved the direct sale of materials to S. J. Groves & Sons. This release does not pertain to any other claims that may be outstanding on this OSHD contract.

Best regards,

WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
(Division of Riedel International, Inc.)

Mark D Connelly

Mark D. Connelly
Credit Manager

blr

RECEIVED
OCT 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Copies to: S. J. Groves & Sons Company, 2255 116th Avenue, N. E., Bellevue, WA 98004
S. J. Groves & Sons, P. O. Box 13160, Portland, OR 97213
The American Insurance Co., Fidelity & Surety Department, P. O. Box 3825, Portland, OR 97208
James R. Craig

"Helping Build the West . . . and Beyond"

CALIFORNIA LAUNCH SERVICES CORP.
LONGVIEW CONCRETE CO.
OMNI RUBBER PRODUCTS, INC.
PIONEER CONSTRUCTION MATERIALS CO.
WESTERN MARINE-BRAZIL LTDA.
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
WESTERN-PACIFIC DREDGING CO.
WESTERN-PACIFIC DRILLING CO.
WESTERN-PACIFIC ERECTORS
WESTERN-PACIFIC MARINE SERVICES CO.
WESTERN-PACIFIC PILEDRIVING CO.
WESTERN TUG & BARGE CORP.
WILLAMETTE TUG & BARGE CO.
WILLAMETTE-WESTERN CO.
WORLD SECURITY SERVICES CO.

9621

October 30, 1985

S. J. Groves & Sons Company
P. O. Box 13160
Portland, OR 97213

CON 5

Re: Time Extension Request
S. Banfield Intch.-SE Washington St.
Contract No. 9621
FAP No. I-205-7(86)311

Your request for additional contract time in which to complete phase "e" of the above project has been carefully reviewed. You have requested an additional 114 calendar days of contract time in which to complete phase "e" of the contract due to prior adjustments of internal completion times and due to the performance of extra work. A contract time adjustment of an additional 24 calendar days is granted for completion of phase "e" of the project for the reasons requested.

The adjusted contract time of completion for phase "e" of this contract is 874 calendar days. This will eliminate the liquidated damages under phase "e" of this contract. There remains nine (9) calendar days of liquidated damages under phase "a" and 102 calendar days of liquidated damages under phase "d" of this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Jim McNamee w/att.
FHWA w/att.
Bruce Walton

TE/225

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. FREDRICKSON
Construction Engineer

DATE: October 16, 1985

FROM: Allan C Harwood
ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: S BANFIELD INTERCHANGE-SE WASHINGTON STREET SECTION
East Portland Freeway
Contract 9621

Attached is a request from the Contractor on the subject project for an increase in time in which to complete work without assessment or liquidated damages. Also enclosed is Jim McNamee's recommendations concerning this request. Referring to Jim's recommendations, particularly, the portion headed Pertinent Job Information, all of the time extensions received to date and acted upon were for an extension of the interim completion dates. McNamee indicates the delays for which time was granted for the interim completion work also delayed the ultimate completion of the project. He recommends twenty-seven days for those delays, plus he recommends eight days additional for Force Account Work a total of thirty-five days.

McNamee advises that the work was completed and time stopped September 26th. By granting a 27 day time extension on the overall completion of the project, liquidated damages on that portion of the work will be eliminated.

ACH:cy
Attachments

10-30-85

W. E. Schwartz -

I concur with Region and Project Manager and recommend a time extension of 24 C.D. for phase "e" of the contract due to extra work and previous time extensions.

O. B. Jackson

RECEIVED
OCT 21 1985
CONSTRUCTION SECTION

CAE
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9621 · CL 1985-0173

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

I L
OV 5 1985
ARA RO
TARY OF S

October 25, 1985

Western-Pacific Construction Materials Co.
Division of Riedel International, Inc.
3510 S.W. Bond
Portland, OR 97201-4594

CON 5
#9621

IN REPLY REFER TO
FILE NO.:

Attn: Mark Connelly, Credit Manager

This will acknowledge your Notice of Claim dated October 10, concerning the following Highway Division contract:

FILED BY:	Riedel International Inc. dba Western Pacific Construction Materials Co.
AMOUNT:	$8,917
AGAINST (Prime contractor):	S. J. Groves & Sons Company
SUBCONTRACTOR:	Hopsing Construction
CONTRACT NO.:	9621
PROJECT:	S. Banfield Interchange-S.E. Washington Street Section, East Portland Freeway, Multnomah County
SURETY:	The American Insurance Co.

NOTED ON CARD
11-19-85 Bh

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: S. J. Groves & Sons Company
2255 116th Ave. N.E.
Bellevue, WA 98004

American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

"Imagineering a better world"

W ESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
DIVISION OF RIEDEL INTERNATIONAL, INC.

3510 S.W. Bond Avenue
Portland, Oregon 97201-4594
(503) 222-4210

NOTICE OF BOND CLAIM

The undersigned submits the following claim against bond of contractor:

TO: Mr. Robert Gormsen
Oregon Department of Transportation
Commission Services
Transportation Building, Room 121
Salem, OR 97310

RE: Hop Sing Construction
Contract No: OSHD 9621
Job Name : South Banfield Interchange - Washington Street Job

Notice is hereby given that the undersigned, Riedel International, Inc., dba Western Pacific Construction Materials Co., has a claim for delivery and sale of materials to Hop Sing Construction used in the above improvement in the sum of $8,917.00 against the bond taken from S.J. Groves & Son's Company and American Insurance Company for the work of S. Banfield Interchange - Washington Street said improvements being in the City of Portland, County of Multnomah, State of Oregon.

RIEDEL INTERNATIONAL, INC.
(Western Pacific Construction
Materials Co. a division)

By: Mark D Connelly
Mark Connelly, Credit Manager

Date: October 10, 1984

RECEIVED
OCT 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Helping Build the West . . . and Beyond"

CALIFORNIA LAUNCH SERVICES CORP.
LONGVIEW CONCRETE CO.
OMNI RUBBER PRODUCTS, INC.
PIONEER CONSTRUCTION MATERIALS CO.
WESTERN MARINE-BRAZIL LTDA.
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
WESTERN-PACIFIC DREDGING CO.
WESTERN-PACIFIC DRILLING CO.
WESTERN-PACIFIC ERECTORS
WESTERN-PACIFIC MARINE SERVICES CO.
WESTERN-PACIFIC PILEDRIVING CO.
WESTERN TUG & BARGE CORP.
WILLAMETTE TUG & BARGE CO.
WILLAMETTE-WESTERN CO.
WORLD SECURITY SERVICES CO.

9621

N

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 239-8613
Date: October 23, 1985

File No: 9513
9594
9621

Contracts

TO: ROBERT GORMSEN, Manager
Commission Services Section

Harold E. Broderick

FROM: HAROLD E. BRODERICK
Project Manager

SUBJECT: NE Union Ave.-NE 39th Ave. Sec.
Columbia River Highway
Contract No. 9513
STANDARD PAVING DEMAND FOR PAYMENT

Attached is a letter from Allen, Kolmer, Schrader, Yazbec, & Chenoweth, attorneys for Standard Paving, demanding payment for work associated with three paving projects on the Banfield Freeway, to Hopsing Construction.

attachment

ebg

xc: Bruce Walton
A. C. Harwood

RECEIVED
OCT 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no action nec.
info only

ALLEN, KILMER, SCHRADER, YAZBECK & CHENOWETH
ATTORNEYS AND COUNSELORS
A PROFESSIONAL CORPORATION

SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

JEFFREY M. KILMER*
JOSEPH A. YAZBECK, JR.
CHARLES R. SCHRADER*
ANDREW K. CHENOWETH
F. GORDON ALLEN
STEPHEN C. VOORHEES

ROBERT L. O'HALLORAN
LYNNIA K. WOODS
JAMES P. LAURICK
FRED L. KOPATICH
GEORGE J. HIBBERT

PORTLAND OFFICE
1650 ONE MAIN PLACE
101 S.W. MAIN STREET
PORTLAND, OREGON 97204
503-224-0055

October 19, 1985

RECEIVED
OCT 21 1985
HAROLD E. BRODERICK
Project Manager

5513.04

CERTIFIED - RETURN RECEIPT REQUESTED

COPY FOR YOUR INFORMATION
FROM CHARLES SCHRADER

Hopsing Construction
P. O. Box 1346
Tualatin, Oregon 97662

Re: Demand Letter on behalf of Standard Paving

Gentlemen:

Sauble Landscaping, Inc. dba Standard Paving (Standard Paving) has asked this firm to represent it in connection with certain past-due amounts owed by Hopsing Construction to Standard Paving for work associated with three paving projects on the Banfield Freeway.

We are informed that the following represents the total amount due Standard Paving under the purchase agreements issued it by Hopsing Construction as allocated between the three projects:

Prime Contractor:	S. J. Groves	R. A. Hatch Co.	S. J. Groves
OSHD Project No.:	9513	9594	9621
Original P.O.Amt.:	$32,309.43	$117,215.07	$74,980.50
Adjustments as of July 31, 1985:	37,826.60	(5,281.60)	(7,824.60)
Sub-total	$70,136.03	$111,933.47	$67,155.90
Interest 1/1/85 to 10/31/85:	11,458.41	18,287.03	10,971.54
Sub-total	$81,594.44	$130,220.50	$78,127.44
Misc.Billings:	1,403.50	1,403.52	1,403.50
Total Due:	$82,997.94	$131,624.02	$79,530.94

Demand is hereby made for payment in full of the total of the above amounts, which is $294,152.90, by October 31, 1985. If payment is not so made, we have been instructed to a file claim on the

*OREGON AND WASHINGTON BARS

payment bonds of the contractors on the three projects and then file suit to recover the amount due including statutorily granted attorney fees.

By way of settlement and compromise, and for no other purpose, Standard Paving will accept a cashier's check payable to Standard Paving in the amount of $249,225.40 (which is the total due less interest) in care of this office as full satisfaction of these claims provided such payment is received by the close of business on Friday, October 25, 1985. If such payment is not made, this offer of settlement and compromise is withdrawn as of 5:01 p.m. October 25, 1985.

We recommend that you consult with your attorney regarding this letter. If you choose not to consult with an attorney, we are prepared to discuss this matter with you in greater detail. We know that Standard Paving feels it is unfortunate that it found it necessary to request our assistance in this matter. However, it clearly has been wronged and it is essential that their claims be promptly resolved to their satisfaction. Its damages increase as each day passes. We trust that you will respond accordingly.

Very truly yours,

Charles R. Schrader

jcc

cc: Addressee (by Regular Mail)
Standard Paving
S. J. Groves & Sons Co.
R. A. Hatch Co.
Levi J. Smith, Esq.
The American Insurance Co.
Industrial Indemnity Company
Harold E. Broderick, ODOT
David L. Jones, ODOT
James McNamee, ODOt

RECEIVED
OCT 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ALLEN, LMER, SCHRADER, YAZBECK & HENOWETH
ATTORNEYS AND COUNSELORS
A PROFESSIONAL CORPORATION

SOUTH PARK BUILDING
101 EAST BROADWAY
EUGENE, OREGON 97401
503-687-9210

JEFFREY M. KILMER*
JOSEPH A. YAZBECK, JR.
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FRED L. KOPATICH
GEORGE J. HIBBERT

PORTLAND OFFICE
1650 ONE MAIN PLACE
101 S.W. MAIN STREET
PORTLAND, OREGON 97204
503-224-0055

October 19, 1985

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT ENGINEER
RECEIVED
OCT 21 1985
Noted ☐☐☐☐☐☐

5513.04

~~CERTIFIED - RETURN RECEIPT REQUESTED~~

Hopsing Construction
P. O. Box 1346
Tualatin, Oregon 97662

COPY FOR YOUR INFORMATION
FROM CHARLES SCHRADER

Re: Demand Letter on behalf of Standard Paving

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RECEIVED
OCT 22 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

xc - Commission Services SV
Metro Region

info only
[illegible]

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*OREGON AND WASHINGTON BARS

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Charles R. Schrader

jcc

cc: Addressee (by Regular Mail)
Standard Paving
S. J. Groves & Sons Co.
R. A. Hatch Co.
Levi J. Smith, Esq.
The American Insurance Co.
Industrial Indemnity Company
Harold E. Broderick, ODOT
David L. Jones, ODOT
James McNamee, ODOt

RECEIVED
OCT 22 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL 1985-0157
9621

files

FILED
OCT 8 1985
BARBARA ROBERTS
SECRETARY OF STATE

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 30, 1985

Western-Pacific Construction
Materials Co.
Division of Riedel International, Inc.
3510 S.W. Bond
Portland, OR 97201-4594

CON 5
#9621

IN REPLY REFER TO
FILE NO.:

Attn: James R. Craig
Vice President & General Manager

This will acknowledge your letter of September 18, 1985, filing a claim against the following Highway Division contract:

FILED BY:	Western Pacific Construction Materials Co., a Division of Riedel International, Inc.
AMOUNT:	$47,740 plus interest and attorney fees
FOR:	Material
AGAINST (Prime contractor):	S. J. Groves & Sons Company
CONTRACT NO.:	9621
PROJECT:	S. Banfield Interchange-S.E. Washington Street Section, East Portland Freeway, Multnomah County
SURETY:	The American Insurance Company

NOTED ON CARD
11-12-85 ac

We will advise the surety and the contractor of the receipt of this claim.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: S. J. Groves & Sons Company
2255 116th Ave. N.E.
Bellevue, WA 98004

The American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

COPY

RECEIVED
OCT 9 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible]"

Ports O' Call

RIEDEL
INTERNATIONAL, INC.

CORPORATE OFFICE
4555 N. Channel Ave.

MAILING ADDRESS:
P.O. Box 3320

Portland, OR 97208
Phone: (503) 285-9111 • Telex: 151372

September 18, 1985

VIA CERTIFIED MAIL - RETURN RECEIPT REQUESTED

P 713 942 259

Ms. Betty Roberts
Secretary of State
136 State Capitol
Salem, Oregon 97310

Mr. Robert Gormsen
Oregon Department of Transportation
Commission Services
Transportation Building, Room 121
Salem, Oregon 97310

TO: Oregon State Department of Transportation,
Highway Division

Notice is hereby given that the undersigned Western Pacific Construction Materials Co., a division of Riedel International, Inc., has a claim for structural concrete furnished by it to S. J. Groves & Sons Company in connection with the South Banfield Interchange Project, ODOT Contract No. 9621. Our claim is in the sum of $47,740, plus applicable interest and attorneys' fees, against the bond taken from S. J. Groves & Sons Company, as principal, and American Insurance Co., as surety, for work on ODOT S. Banfield Interchange--S.E. Washington Street, East Portland Freeway, Contract No. 9621.

James R. Craig
James R. Craig
Vice President and General Manager

cc w/encl:
- Mr. Robert D. McClure (SJ Groves)
- Mr. William Cox
- Mr. James McNamee
- Mr. Al Harwood
- American Insurance Co.
- Arnold L. Gray, Esq.

RECEIVED
SEP 20 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

"Helping Build the West . . . and Beyond"

ENVIRONMENTAL EMERGENCY SERVICES CO.
WILLAMETTE WESTERN CO.
WILLAMETTE TUG & BARGE CO.
WESTERN MARINE BRAZIL
WESTERN-PACIFIC CONSTRUCTION MATERIALS CO.
WESTERN-PACIFIC DREDGING CO.
WESTERN-PACIFIC DRILLING CO.
WESTERN-PACIFIC ERECTORS CO.
WESTERN-PACIFIC FOUNDATIONS CO.
WESTERN-PACIFIC MARINE SERVICES CO.
WESTERN TUG & BARGE CO.
WORLD SECURITY SERVICES CO.

9621 CL1985-0167

files

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 30 1985
BARBARA ROBERTS
SECRETARY OF STATE

September 27, 1985

Furrer & Scott
Law Offices
P.O. Box 23414
Tigard, OR 97223

Attn: Marcia L. Jory

IN REPLY REFER TO FILE NO.:
CON 5
#9594
#9621
#9513

This will acknowledge your letter of September 20, 1985, on behalf of Star Rentals, Inc., filing a claim against the following Highway Division contracts:

FILED BY: Star Rentals, Inc.

AMOUNT: $5,011.17

FOR: Equipment rental

AGAINST (Prime Contractors): R. A. Hatch Co., Contract No. 9594, N.E. 39th Avenue-N.E. 87th Avenue Banfield Transitway Project

S. J. Groves & Sons Company, Contract No. 9621, S. Banfield Interchange-S.E. Washington Street Section, East Portland Freeway,

S. J. Groves & Sons Company, Contract No. 9513, N.E. Union Avenue-N.E. 39th Avenue (Banfield Light Rail) Project

SUBCONTRACTOR: Hopoing Constr. Inc.

SURETIES: The American Insurance Company and Industrial Indemnity Company

AGENT: Corroon and Black of Oregon

NOTED ON CARD
11-19-85 ac

COPY

We will advise the sureties and the prime contractors of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

As this information is filed separately by contract number, in the future, it would be helpful if the claim amount could be broken down by individual contracts.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

R. A. Eatch Co.
P.O. Box 6179
Bend, OR 97708

S. J. Groves & Sons Company
2255 116th Ave. N.E.
Bellevue, WA 98004

RECEIVED
OCT 7 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

LAW OFFICES
FURRER & SCOTT
P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

September 20, 1985

State of Oregon
Department of Transportation
Room 121
Transportation Building
Salem, Oregon 97301

ATTENTION: Robert Gormsen, Commission Services

Re: Project: Banfield Light Rail Project
Claimant: Star Rentals, Inc.
Amount: $5,011.17
For: Equipment Rental

Dear Mr. Gormsen:

Pursuant to our telephone conversation this date, please file a notice of claim on behalf of our client, Star Rentals, Inc., in the above-referenced amount on each of the following ODOT projects:

1. ODOT #9621
   General Contractor: S.J. Groves & Sons;
2. ODOT #9594
   General Contractor: R.A. Hatch; and
3. ODOT #9513
   General Contractor: S.J. Groves & Sons.

Subcontractor:
Hopsing Constr. Inc.
Per: Marcia
Jory -

I have available in my office all of my client's invoices relating to this claim, which invoices total the claimed amount. As these invoices cover an extended period of time (May, 1984 to June, 1985), my client does not know precisely on which projects its equipment was used during the period of rental.

I will appreciate your preparing the requisite claims as soon as possible and filing them with the Secretary of State's office and the prime contractors. As there is some urgency in having these claims filed, please have these claims completed and out by Wednesday, September 26, 1985.

Please call if you have any questions or need additional information.

Very truly yours,

MLJory

Marcia L. Jory

MLJ/smn
cc: Star Rentals, Inc.

9621

N

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

September 17, 1985

Department of Transportation
Transportation Building
Salem, OR 97310

Attention: Robert W. Gormsen, Commission Servicer

Cascade has furnished CTB and cement to Hopsing Construction, Inc. for four OSHD projects which are listed below. Payment is long past due and I wish to notify the general contractors involved and their surety companies. Would you please furnish that information to me for the following projects:

(contractor) (surety)

(1) OSHD #9513 - S. J. Groves & Sons Company - The American Insurance Co.
N.E. Union - N.E. 39th section of Columbia Highway

(2) OSHD #9621 - S. J. Groves & Sons Company - The American Insurance Co.
S. Banfield Interchange - S.E. Washington Street

(3) OSHD #9594 - R. A. Hatch Co. - The American Insurance Co. & Industrial Indemnity Co.
N.E. 87th section of Columbia River Highway

(4) OSHD #9855 - Railco Multi Construction, Inc. dba Roadway Constructors Corporation & R. A. Hatch Co., JV - The American Insurance Company
Powell Blvd - Heiney Road

I appreciate your assistance.

Best regards,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris
President

9/25/85 [illegible]

RECEIVED
SEP 18 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JEM:lsr

cc: Hopsing Construction, Inc.
P.O. Box 1346
Tualatin, OR 97062

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

#762

files N

LAW OFFICES
FURRER & SCOTT
P.O. BOX 23414
9185 S.W. BURNHAM STREET
TIGARD, OREGON 97223

Patrick J. Furrer
Michael J. Scott
Marcia L. Jory

Area Code 503
Telephone 620-4540

August 9, 1985

R. A. Hatch Co.
Lyman C. Johnson, R. A.
835 N.W. Bond
Bend, Oregon 97701

Roadway Constructors Corp.
fka Railco Multi Construction, Inc.
Robert C. Wall, R.A.
500 N.E. Multnomah, Suite 686
Portland, Oregon 97232

S. J. Groves & Sons Company
1040 N.E. 92nd Avenue
Portland, Oregon 97220

S. J. Groves & Sons Company
C.T. Corp. Systems, R.A.
800 Pacific Bldg.
Portland, Oregon 97204

Hopsing Construction, Inc.
James A. Nelson, R.A.
932 Lloyd Center
Portland, Oregon 97232

Richard Hatch, Vice President
Hopsing Construction, Inc.
P.O. Box 1346
Tualatin, Oregon 97062

Re: Claimant: Star Rentals, Inc.
Project: Banfield Light Rail Project, all sections
General Contractors: LS2A & 9594: R. A. Hatch Co.
LS2B, LS4A & LS4B: R. A. Hatch Co. and Railco Multi Construction, Inc. nka Roadway Constructors Corp.
9621, 9531 & 9668: S. J. Groves & Sons Company
Subcontractor: Hopsing Construction, Inc.
Amount due: $5,162.59

Gentlemen:

This office represents Star Rentals, Inc., a Washington corporation, with regard to its claim for equipment supplied to Hopsing Construction, Inc. between May 18, 1984 to June 29, 1984 and January 3, 1985 to June 28, 1985. This equipment was used on some if not all of the sections of the Banfield Light-Rail project referenced above. Copies of the relevant invoices are available from my office if anyone is interested in reviewing them at this time.

Hopsing Construction, Inc. has represented that payment of the claim of Star Rentals, Inc. will be made once it receives retainage money being held. Please be advised that Star Rentals, Inc. will withhold filing a more formal notice of its claim until September 20, 1985 to enable Hopsing Construction, Inc. to settle this account. However, if payment has not been received by that date, Star Rentals, Inc. will proceed with a formal notice, which notice will include notification to all relevant sureties.

If you have any questions about this matter, please contact the undersigned at 620-4540. Star Rentals, Inc. will look for payment not later than September 20, 1985.

Very truly yours,

mLJory

Marcia L. Jory

MLJ:kd
cc Star Rentals, Inc.
Robert Gormsen, Commission Services
Oregon Dept. of Transportation

RECEIVED
AUG 12 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no action
nec.

STATE OF OREGON
ROAD DESIGN - HIGHWAY

INTEROFFICE MEMO

TO: Jerry Backstrand
Bridge Design Engineer

DATE: June 19, 1985

FROM: Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT: S. Banfield Intchge-S.E. Washington St.
E. Portland Freeway
Multnomah County
Contract No. 9621

Overhead sign support design for the above section is required.

Please prepare design, plans and weights of the sign support structures and return a copy to us.

Attached is one cross-section of the required location. The sign is 13'-6" x 7'-6" and is type "AA". It is to be structure mounted and does not require illumination.

Attachment

RK:MS:as

cc: Andy Anderson
Kerry Dayton

81-125-1367

June 3, 1985

S. J. Groves & Sons Company
Box 1267
Minneapolis, MN 55440

CON 5

Re: Time Extension Request
S. Banfield Intch.-SE Washington St.
Contract No. 9621
FAP No. I-205-7(86)311

Your request for additional contract time in which to complete phase "d" of the above project has been carefully reviewed. There was no change in the inspection jurisdiction for the service cabinets on this project. The contract provisions require that internal cabinet wiring be done at a U.L. listed facility and bear a U.L. service equipment label. Further, it does not appear that the service cabinets delayed completion of phase "d" of the project. Your request is therefore denied.

ORIGINAL SIGNED BY
Fredrickson
For W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Jim McNamee w/att.

TE/173

NOTED
W. E. SCHWARTZ

STATE OF OREGON **INTEROFFICE MEMO**

: C. O. FREDRICKSON
Construction Engineer

DATE: May 20, 1985

OM: ALLAN C. HARWOOD
Metro Region Operations Engineer

BJECT: S. BANFIELD INTCHGE.-SE WASHINGTON ST. SECTION
East Portland Freeway
Contract 9621

Enclosed is a time extension request from the contractor on the subject project for additional time in which to complete work without assessment of liquidated damages. Also enclosed is Jim McNamee's analysis of this request. I agree with McNamee's recommendation that the request be rejected.

First, because there was not a shift in jurisdiction, and the requirements pertaining to UL label and that the wiring be done at a UL listed facility was always a requirement of the contract.

Second, it does not appear that the problem with the lack of UL label contributed to delay in opening of the various ramps by the specified completion date.

Also, with regard a reduction in the rate of the assessing liquidated damages as a result of completing the other ramps in the group, I have instructed McNamee to not initiate another change order in this matter.

6-3-85

W. E. Schwartz -
I concur with Region and Proj. Mgr. and recommend that this request be denied.
O. B.

ACH/gw
Attachment
cc Jim McNamee

CE — CAE — RECEIVED LS — TC —
COE — OM — SA — CC —
OE — FE — CP —
MAY 21 1985
CA — PQC —
CAM — CONSTRUCTION QCS —
EEO — SECTION FILE. —

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: March 4, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Minor Program Change
Item No. 80158
Project No. I-205-7(86)311
South Banfield-S.E. Washington
(Rocky Butte-NE Multnomah)
East Portland Freeway
Multnomah County
Bridge No. 16715

I request approval of a program change to joint fund the subject project with Interstate 4R Funds. The following revisions are required:

1) Project Number: Change to read "I-IR-205-7(86)311".
2) Appn Code: Add "044".
3) Class of Federal Funds: Change to read "---& Interstate 4R".

This request is to allow construction of Bent 3 of the subject structure under the present S. Banfield Interchange Contract, as discussed in your letter of February 25, 1985 to Mr. H.S. Coulter (HFO.6-OR).

LGB:bkb
cc: General Files

Form 734-3122

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

February 25, 1985
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project I-205-7(86)311
South Banfield - SE Washington
(Rocky Butte - NE Multnomah)
East Portland Freeway
Bridge 16715 - Multnomah County

We have reviewed preliminary plans for Bent 3 of this structure. We have no objection to adding this work to the current contract and agree that it is in the public interest. A minor program change will be necessary to add to the scope of work and provide for "IR" funding.

Sincerely yours,

Christianson

Dale E. Wilken
Division Administrator

cc:
OSHD (W Hart)
OSHD (G Potter)
FHWA (T Lowe)

RECEIVED
STATE HWY ENGR
FEB 27 '85
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 13, 1984

In Reply Refer to
File No.:

CON 5

S. J. Groves & Sons Company
Box 1267
Minneapolis, MN 55440

Time Extension Request
S. Banfield Intch.-SE Washington St.
Contract No. 9621
FAP No. I-205-7(86)311

Your request for additional contract time in which to complete phase (c) of the above project has been carefully reviewed.

A contract time adjustment of an additional 27 calendar days is granted due to the 'SW' line structure delay and due to the performance of extra and additional work under change orders.

The adjusted contract time of completion for phase (c) of this project is October 12, 1984. This will eliminate all liquidated damages under Section 108.08(c) of the contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

bc:	C. O. Fredrickson	
	Al Harwood	w/att.
	Jim McNamee	w/att.
	FHWA	w/att.
	Bruce Walton	

TE/114

Form 734-3122

STATE OF OREGON

INTEROFFICE MEMO

TO: C. O. FREDRICKSON
Construction Engineer

DATE: October 19, 1984

FROM: ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: S. BANFIELD INTCHGE.-SE WASHINGTON STREET
East Portland Freeway
Contract 9621

Enclosed is a request from the contract on the subject project for an increase in time to complete "LR" line work without assessment of liquidated damages. There are multiple completion dates set on this contract with work on the "LR" line west of Sta. 305 (Section 108.08c) to be completed by September 15, 1984.

Also enclosed is Jim McNamee's analysis of the request and his recommendations for time. I concur with McNamee's recommendation that 32 days be allowed this relieving the contractor of liquidated damages on the "LR" line work west of State 305.

It should also be noted that Tri-Met's line section 3 contract, the contract which will utilize this portion of the "LR" line, has not yet been advertised, so it would be difficult to demonstrate damages of the magnitude established for this portion of work.

11-9-84
W. E. Schwartz-
I concur with Region and Project Manager and recommend a 27 C.D. time extension as follows:
Delay in "SW" line structure = 13 CD
EWO #2; P.A. 4; P.A. 13; P.A. 29 = 14 C.D.

O. B. Jackmond

ACH/gw
Attachment
cc Jim McNamee

CE CAE RECEIVED LS TC
COE OM SA CC
CA OCT [illegible] 1984 FE
CAM MA
CP CONSTRUCTION OCS
LEO SECTION FILE

1621

1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 6, 1984

In Reply Refer to
File No. ROW 18-4

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Telephone Cable Relocation
Pacific Northwest Bell Telephone Company
Sound Wall (N.E. 84th Ave. - N.E. 88th Ave.)
South Banfield Interchange - S.E. Washington
Street Section
East Portland Freeway
Multnomah County
Utility Project No. I-205-7(13)300

NOTED
E. S. HUNTE

Confirmation of your verbal authorization for Pacific Northwest Bell Telephone Company to proceed with the relocation of their aerial telephone cable facilities in conflict with this project as of November 5, 1984 is requested. An estimate of cost has been received from the Company in the amount of $2,550. The estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of

November 5, 1984 is approved

CT Christianson

C. T. Christianson, Area Engineer

JMC/jr
cc: E. S. Hunter ✓
W. F. Cobine
E. L. Hardt
James McNamee
R. L. Fleming
Pete Gonzalez

NOV 07 1984
RR & UTILITY UNIT

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 6, 1984

In Reply Refer to
File No.: ROW 18-4

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: C. T. Christianson, Area Engineer

RECEIVED
STATE HWY ENGR
NOV 8 '84
REFER TO
FOR
Info | Inves | R/D | D/R | ign | ct

FROM: Jack M. Cartwright
Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Aerial Power Line Relocation
Pacific Power & Light Company
Sound Wall (N.E. 84th Ave. - N.E. 88th Ave.)
South Banfield Interchange - S.E. Washington
Street Section
East Portland Freeway
Multnomah County
Utility Project No. I-205-7(13)300

NOTED
E. S. HUN

Confirmation of your verbal authorization for Pacific Power & Light Company to proceed with the relocation of their aerial power line facilities in conflict with this project as of November 5, 1984 is requested. An estimate of cost has been received from the Company in the amount of $3,950. The estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of

November 5, 1984 is approved

CT Christianson
C. T. Christianson, Area Engineer

NOV 07 1984
RR & UTILITY UNIT

JMC/jr
cc: E. S. Hunter ✓
W. F. Cobine
E. L. Hardt
James McNamee
R. L. Fleming
Pete Gonzalez

Form 734-3122

rll

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(86)311

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
OCT 19 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

7. DATE AUTHORIZATION EFFECTIVE 7/5/84

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

South Banfield Interchange - SE Washington Street Section

11. GENERAL DESCRIPTION OF WORK

Restore UPRR signal - pole lines and communication lines

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~[illegible]~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, the advance authorization date of 7/5/84 as requested in Mr. Fredrickson's letters of 7/12/84 and 10/2/84 as being cost effective for the use of UPRR forces to proceed with the above work is approved. State Force Order No. 7 representing work to be performed by UPRR forces is approved for a TEC of $26,200; Federal Funds $24,162.

RECEIVED
STATE HWY ENGR
OCT 19 '84
REFER TO
Potter
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

14. DATE 10/18/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

1-805 N

ROAD DESIGN SECTION

DES 16

Jim McNamee
Project Manager

October 16, 1984

Donald R. Adams, P.E.
Final Design Engineer

Permanent Signing
S. Banfield Intchge-S.E. Washington St.
E. Portland Freeway
Multnomah County
Contract No. 9621

It has been called to our attention by Traffic Safety Supply Company that Sign No. 19 on the subject project has incorrect vertical spacing shown on the plans. The vertical spacing shown totals 1 inch less than the sign height shown. I have approved the addition of 1/2 inch above and below the route shields to correct the spacing.

Sign No. 10, shown on sheet 20 of the subject plans, has a 2'-2" high sheet aluminum overlay. Traffic Safety Supply Company has informed me that the sheeting width stocked by them requires horizontal splicing to fabricate the overlay. Since the aluminum overlay is intended as a temporary sign cover and will be removed at a later date, it will be allowable to splice the sheeting.

DRA:AA/bn

cc: C.O. Fredrickson
Ed Hardt
Don Wackerbarth
10-17 Traffic Safety Supply Co.
Andy Anderson

RECEIVED
OCT 17 1984
ROAD DESIGN SECTION

——Versteeg ————
——Anderson ————
——Adams ————
——Macnab ————
——Edwards ————
——Torpin ————
——Trout ————
——Wakerlig ————

Do Not File ☐
Return To ————
Bring Up ——/——/——
Action ————

1621

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 9, 1984

In Reply Refer to
File No.:
CON 5

Service Steel Erection
P. O. Box 37
Keno, OR 97627

Attn: Bob Ellis

Enclosed per your recent request to Mr. Chris Wright of the Governor's Office are prints of the most recent contract payment vouchers for contracts numbered 9621 and 9633.

As I explained to you on the telephone, distribution of these documents to subcontractors on a regular basis is not included in the State's normal operation. Furnishing of them to individuals on a regular basis by request such as yours is an inordinate disruption of the normal operation of the Accounting Section and an unjustifiable expense.

The prime contractor on each project receives these documents as a matter of course and should be able to accommodate your request.

The information on the voucher is derived from data furnished from the field by the Project Managers on each project. A phone call to those offices might get you the information you need on individual bid items in order to verify your records.

Sincerely,

C. O. Fredrickson, P.E.
Construction Engineer

ORIGINAL SIGNED BY
By H. H. PATTERSON

H. H. Patterson, P.E.
Construction Office Manager

HHP:mk

Encl.

bc: H. S. Coulter ✓
Jan Peterson

10091M

10-9
cy Chris Wright
per yr request.—

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
OCT 9 '84
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

9621

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

August 3, 1984
IN REPLY REFER TO
HFO.6-OR

Copy
#85.1

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon I-205-7(86)311
South Banfield Interchange-SE Washington Street
East Portland Freeway
Multnomah County

With reference to Mr. Fredrickson's July 12, 1984 letter asking for approval of SFO No. 7 (contract 9621), please provide assurance that this railroad work was not paid under the previous project (contract 8519, I-205-7(40)311). A brief resume of initial authorization less work paid on prior billings would be sufficient.

We will detain action on this order pending receipt of this information.

Sincerely yours,

G. K. [illegible]
for Dale E. Wilken
Division Administrator

cc:
OSHD (C O Fredrickson)
OSHD (G Potter)

8-6
WGS

RECEIVED
STATE HWY ENGR
AUG 6 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
ROBERT N. BOTHMAN

cy 8-7
Potter

August 1, 1984

S. J. Groves & Sons Company
P.O. Box 1267
Minneapolis, MN 55440

CON

Time Extension Request
S. Banfield Intch.-SE Washington St.
Contract No. 9621
FAP No. I-205-7(86)311

Your request for additional contract time and additional railroad protective time in which to complete the above project has been carefully reviewed. You have requested an additional 16 calendar days of contract time due to water line relocation work performed by the City of Portland Water Bureau.

The water line in question was shown in the contract documents to be relocated by "others". This work was therefore clearly anticipated by both contracting parties. Our records indicate that this water line relocation work was performed in a reasonable period of time. Your request is therefore denied.

You have submitted some weather data for our review. We have no contract time adjustment request from you based on weather conditions that were not "reasonably predictable" and the above decision does not consider weather conditions. Should you elect to submit such a request, please be advised that the weather data submitted is not sufficient to determine whether or not weather conditions were "reasonably predictable" or to what extent they were not. "Reasonably predictable" weather conditions are determined by frequency of occurrence with respect to time (usually a ten year period), and is not the same as "normal or "average" conditions.

Should you wish to further review this matter, or to submit additional data, please contact Project Manager James McNamee.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Al Harwood w/att.
Jim McNamee w/att.

STATE OF OREGON **INTEROFFICE MEMO**

TO: C. O. FREDRICKSON
Construction Engineer

DATE: July 25, 1984

FROM: Allan Harwood
ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: S. BANFIELD INTERCHANGE-
SE WASHINGTON ST. SECTION
East Portland Freeway
Contract 9621

CE...... CAE...... RECEIVED LS...... TC......
COE...... OM...... SA...... CC......
CA...... FE......
CAM...... JUL 26 1984 MA......
CP...... CONSTRUCTION QCS......
EEO...... SECTION FILE......

Enclosed find a request from the contractor on the subject project for an increase in time in which to complete work on the SW structure without assessment of liquidated damages.

We had previously granted the contractor 26 days to complete work on this structure, and subsequently negotiated a Price Agreement reestablishing May 31, 1984 as the specified completion date.

The contractor's request is based on City activities in relocating a water line. They also have requested that information from the weather bureau showing days of precipitation be considered claiming that the wet weather supports their time extension request. They have not specifically requested time for the wet weather.

McNamees transmittal letter adequately supports his recommendation that no time be allowed as a result of the City of Portland's water line relocation. While the relocation work did interfere with certain of the contractor's operations, the relocation was anticipated and the contractor should have had knowledge of the relocation at the time of bidding. There was some delay in starting the relocation, but the total time taken for the relocation was not excessive and other work necessary for completion of the SW line could have been accomplished.

I concur in McNamee's recommendation that no time be allowed as a result of the relocation of the water main. I also recommend that the contractor be advised that weather delays were not considered in reaching this decision since his time extension request did not specifically refer to the affect of weather on his operations, nor to the extent of possible weather related delays.

7-26-84

W. E. Schwartz -

I concur with Region and Project Manager and recommend this request be denied.

O. B. Jackson

ACH/gw
Attachment
cc Jim McNamee

81.125.1387

1-84

STATE OF OREGON **INTEROFFICE MEMO**

TO: HAL VERSTEEG
Road Design Engineer

DATE: July 17, 1984

FROM: E. L. HARDT Edward L Hardt
Metro Region Engineer

SUBJECT: 84th-88th Avenues
Noise Barrier, I-84

This mitigation measure was inadvertently omitted from project plans. Although a commitment for this barrier is shown in both the FEIS for the Banfield as well as for I-205, apparently the development activities for each project assumed that the other would take care of it.

For this reason, combined with the fact that the affected property owners have been exceptionally cooperative in dedicating needed easements for the wall, I believe a special effort by the department to begin wall construction as soon as possible is called for. I would appreciate any assistance that you feel is appropriate toward this end.

ELH:GKW:po

cc: Cam Gilmour
Erik Ingebretson
Jim MClure

1 Versteeg ✓
Anderson A
2 Adams
3 Macnab M
Edwards
Terpin
Trout
Wakerlig

RECEIVED
JUL 23 1984
ROAD DESIGN SECTION

Do File
Return To
Bring Up
Action

7/24
Field Work to Terpin week ago

7/24
Project Assigned to
Jerry Maness
NEM

REFERRED TO
NEM Mann Cone Henry
Eriksen Dayton
Baker Anderson
King Bedford Leu
Due
Return Discuss Do File
By FINAL DESIGN ENGINEER

81-125-1387

9621

rll

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(86)311

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/19/84

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:

South Banfield Interchange - SE Washington Street Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 6/12/84 I approve the program change adding "membrane waterproofing of the Holladay Street LRT structure" to the character of proposed work on the subject project at a TEC of $65,000 under UMTA LRT appropriation code which will reflect on your revised Project Agreement.

RECEIVED
STATE HWY ENGR
JUN 22 '84
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
6/22

14. DATE 6/19/84

15. SIGNATURE OF APPROVING OFFICIAL
D. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

72-21

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: June 12, 1984

To: Dale Wilken
Division Administrator
Federal Highway Administration

From: Wayne F. Cobine
Federal Aid Engineer

Subject: Program Change
Item No. 80158
Project: I-205-7(86)311
So. Banfield Int.-S.E. Washington Street Section
East Portland Freeway Highway
Multnomah County

I request approval of a program change to add to the project, membrane waterproofing of the Holladay Street L.R.T. structure constructed under another contract project.

The work was originally included in the "L.R.T. O'xing of U.P.R.R. (Holladay St.) Structure" but was deleted for 2 main reasons: 1) The membrane specified was considered to be an inferior product based upon performance experience of newer market products; 2) The project schedule and contact time didn't provide the proper timing with the overall work being performed on the L.R.T. structures.

Approval of this request will involve an increase of approximately $65,000 to this project and will be paid for by the UMTA funds as originally proposed.

Upon your approval of this program change the Construction Section will forward the proper documents under separate action for obligation of funds and authorization to proceed with the work.

WFC:me
cc: Al Harwood
C.O. Frederickson
✓General Files

Form 734-3122

June 6, 1984 PRO

Bruce Bye, Manager
Mall 205 Management Offices
9900 S.E. Washington
Portland, OR 97216

Re: Mall 205 Signing
Misc. Contract & Agreement No. 7820

Dear Mr. Bye:

According to the agreement between First Union Management, Inc. (Company) and the Highway Division (State) for the purpose of providing informational and directional signing to Mall 205, the company was to deposit with the State an amount equal to 100 percent of the estimated costs for the work upon opening of bid proposals for the various sections in which the work was to be accomplished.

Advance deposits were received for the first segments in early 1983, and now the final segment has gone to contract with the advance deposit now due.

Summary of funds to date is listed below:

Project	Advance Deposit	
Columbia River Br.-SE Powell Blvd. (Contract 9443)	$2,500.00	Received
Temporary Signing of Division St. Int. (By State Forces)	$1,300.00	Received
So. Banfield Int.-S.W. Washington St. (Contract 9621)	$3,860.00	Due

Please submit check in the amount of $3,860.00 directly to the Oregon State Highway Division, Accounting Section, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gary A. Potter, Manager
Program Section

WFC:bkb
cc: Wayne Schulte Elmer Scofield
Vern Skoog - Please return completed
Advance Deposit form when deposit is received.

9621

CL 84-97

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JUN 1 1984
NORMA PAULUS
SECRETARY OF STATE

May 31, 1984

IN REPLY REFER TO FILE NO.:

CON 5
#9621

Farwest Steel Corporation
PO Box 889
Eugene, OR 97440

Attention: C. W. Cooley
Treasurer

Gentlemen or Ladies:

This will acknowledge the Notice of Claim dated May 24, 1984, concerning the following Highway Division contract:

FILED BY:	Farwest Steel Corporation
AMOUNT:	$5,531.36
FOR:	Furnishing structural steel
AGAINST (Prime contractor)	S. J. Groves & Sons Company
CONTRACT NO.:	9621
PROJECT:	S. Banfield Interchange-SE Washington Street Section, East Portland Freeway, Multnomah County
SURETY:	The American Insurance Co.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
6-5-84 kjm

cc: The American Insurance Co.
121 SW Salmon Street, Suite 900
Portland, OR 97204

S. J. Groves & Sons Company
2255 116th Avenue, NE
Bellevue, WA 98004

✓ bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0166

RECEIVED
JUN 4 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Angle

You are hereby notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above claimed as due and owing is that sum remaining after due allowance for all just credits and offsets.

Dated this 24th day of May, 1984.

FARWEST STEEL CORPORATION
P.O. Box 889
Eugene, Oregon 97440

Charles W. Cooley
Treasurer

RECEIVED
MAY 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

COPY

FARWEST STEEL
Corporation

NOTICE OF CLAIM ON PAYMENT BOND
(Oregon Public Works)

STATE OF OREGON)
) ss.
Lane County)

TO: S. J. Groves & Sons

YOU ARE HEREBY NOTIFIED That the undersigned, FARWEST STEEL CORPORATION, has a claim in the sum of Five Thousand Five Hundred Thirty-One Dollars and Thirty-Six Cents ($5,531.36) due against the bond taken from S.J. Groves & Sons, as principal, and American Insurance Company, as surety, for the work or labor and materials performed or furnished by me on South Banfield Interchange to Southeast Washington Street, Multnomah County, Portland, Oregon.

YOU ARE FURTHER NOTIFIED That the undersigned performed labor and/or furnished materials consisting of the following:

Structural Steel

That the labor and/or materials above described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above described, to wit:

Contract No. 9621
Project: Work on the South Banfield Interchange to Southeast Washington Street, Multnomah County, Portland, Oregon

supplier

That said materials and/or labor were furnished to and received by Greenberry Tank with authority to receive the same and that a claim for payment therefore is hereby asserted against you;

That the last performance of labor and/or furnishing of materials by the undersigned was on the 26th day of July, 1983, which labor was performed and/or materials were furnished as follows:

COPY

FARWEST STEEL
Corporation

NOTICE OF CLAIM
(Oregon Public Works)

TO: Oregon Department of Transportation
ATTN: Robert Gormsen, Commission Services
121 Transportation Building
Salem, OR 97310

NOTICE IS HEREBY GIVEN That the undersigned Farwest Steel Corporation has a claim for furnishing structural steel by Farwest Steel Corporation in the sum of Five Thousand Five Hundred Thirty-One Dollars and Thirty-Six Cents ($5,531.36) against the bond taken from S. J. Groves & Sons as principal and American Insurance Company as surety or sureties for the work of Contract No. 9621, South Banfield Interchange to Southeast Washington Street, Multnomah County, Portland, Oregon.

Dated this 24th day of May, 1984

Farwest Steel Corporation
P.O. Box 889
Eugene, OR 97440

C. W. Cooley, Treasurer

CERTIFIED
P 714 007 323
MAIL

RECEIVED
MAY 25 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

2000 Henderson Avenue • Post Office Box 889 • Eugene, Oregon 97440 • 503/686-2000

Pla 8
Proj file

May 15, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: for Gary A. Potter
Manager, Program Section

SUBJECT: Cost Overrun
Water Facilities Relocation
Hazelwood Water District
Glisan Street Light Rail Structure
South Banfield Interchange Section
Banfield Transitway
Multnomah County
UMTA Project No. OR-23-9001, Util. IX-68(4)

NOTED
E. S. HUNTER

Reference is made to D. E. Swan's letter of February 10, 1983 and my letter of September 23, 1983 which submitted estimates of cost for the relocation of Hazelwood Water District's facilities and to your Letters of Approval and/or Authorization, dated March 11, 1983 and September 30, 1983 which approved participation in the estimated cost of $5,942.64. Copies of the letters and your PR-1240s are attached.

The removal of the District's facilities have been completed at a cost of $7,791.29. The estimate of cost for reinstallation has been updated by the District and is increased from $1,179.90 to $2,078.34. The revised estimated cost now totals $9,869.63. The District in a letter dated April 26, 1984, has provided an explanation of the cause for overrunning the estimated removal cost. A copy of the letter and the revised estimate of reinstallation costs are attached.

The reasons presented by the District for the removal cost overrun have been reviewed and found to be factual and acceptable to the State. The final relocation costs will be audited by our Accounting Section, upon completion of the work by the District. The District has accomplished the work required to accommodate our highway construction, as requested.

Your approval of federal participation in the revised estimated relocation cost of $9,869.63 is requested.

JMC/GAP/nv
Attachments
cc: E. S. Hunter
J. M. Cartwright
Rich Evans, Hwy. Acct.
R. L. Fleming

RECEIVED
TECHNICAL SERVICES
MAY 16 '84
REFER TO
FOR
File
Act
Sig
R/D
R/D
Comment
Info

1-25

ROAD DESIGN SECTION DES 16

James McNamee
Project Manager

March 12, 1984

Donald R. Adams, P.E.
Final Design Engineer

Signing Revision
S. Banfield Intch.-S.E. Washington St.
East Portland Freeway - Highway No. 64
Multnomah County
Contract No. 9621

Attached is a copy of Mr. L. E. George's March 2, 1984 letter requesting revision of Sign No. 4 on the subject project. A sketch of the proposed revision is also attached.

The new sign will require one 18'-6" W8-18.0 post and one 14'-0" W8-18.0 post. Additional quantity of steel for the breakaway sign posts is 446 pounds. Additional concrete for the footings is .466 cubic yards.

Revised plan sheets 2B, 2B-3, 2B-5 will follow under separate cover.

DRA:ARA:ja

Attachment

cc C. O. Fredrickson
E. L. Hardt
R. W. Failmezger
M. Payne
H. H. Patterson
Benny Vaughn
A. R. Anderson

ap
(kn)

RECEIVED
MAR 13 1984
ROAD DESIGN SECTION

___ Vetsberg ______
___ Anderson ______
[illegible] Andy
___ Macnab ______
___ Edwards ______
___ Turpin ______
___ Trent ______
___ Wuhsnig ______

Do Not File ☐
Return To ....
Bring Up ..../..../....
Action..........

Cc 2/Anderson

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 24-1

TO: Don Adams
Final Design Engineer

DATE: March 2, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Revision
S Banfield Interchange - SE Washington Street Section
East Portland Freeway - Highway No. 64
Multnomah County
Contract No. 9621

Please revise sign number four of the subject contract as per the attached drawing.

Please expedite this revision as the permanent sign is scheduled for installation by September, 1984.

Eastport Plaza Center has deposited $4,800 to pay for revised signing on the East Portland Freeway. $3,000 of that amount is the estimated cost of revising sign number four per attached. The remaining $1,800 is estimated cost of remaining Eastport Plaza signing to be done by state forces.

George

L. E. George
Traffic Engineer

ELS:dc
Attachment

cc: C. O. Frederickson
E. L. Hardt
R. W. Failmezger
M. Payne
Jim McNamee
H. H. Patterson
Benny Vaughn

RECEIVED
MAR 6 1984
ROAD DESIGN SECTION

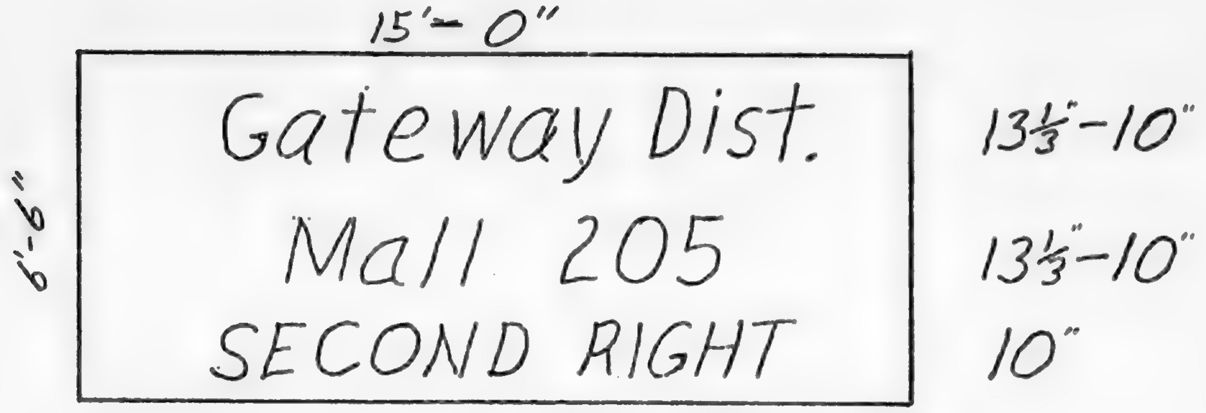
____Versteeg ____
✓ Anderson ____
✓ Adams A
____Macnab ____
____Edwards ____
____Terpin ____
____Trout ____
____Wakefield ____

Do Not File ☐
Return To ____
Bring Up ___/___/___
Action ____

Rec'd 3/8/84 Andy Anderson

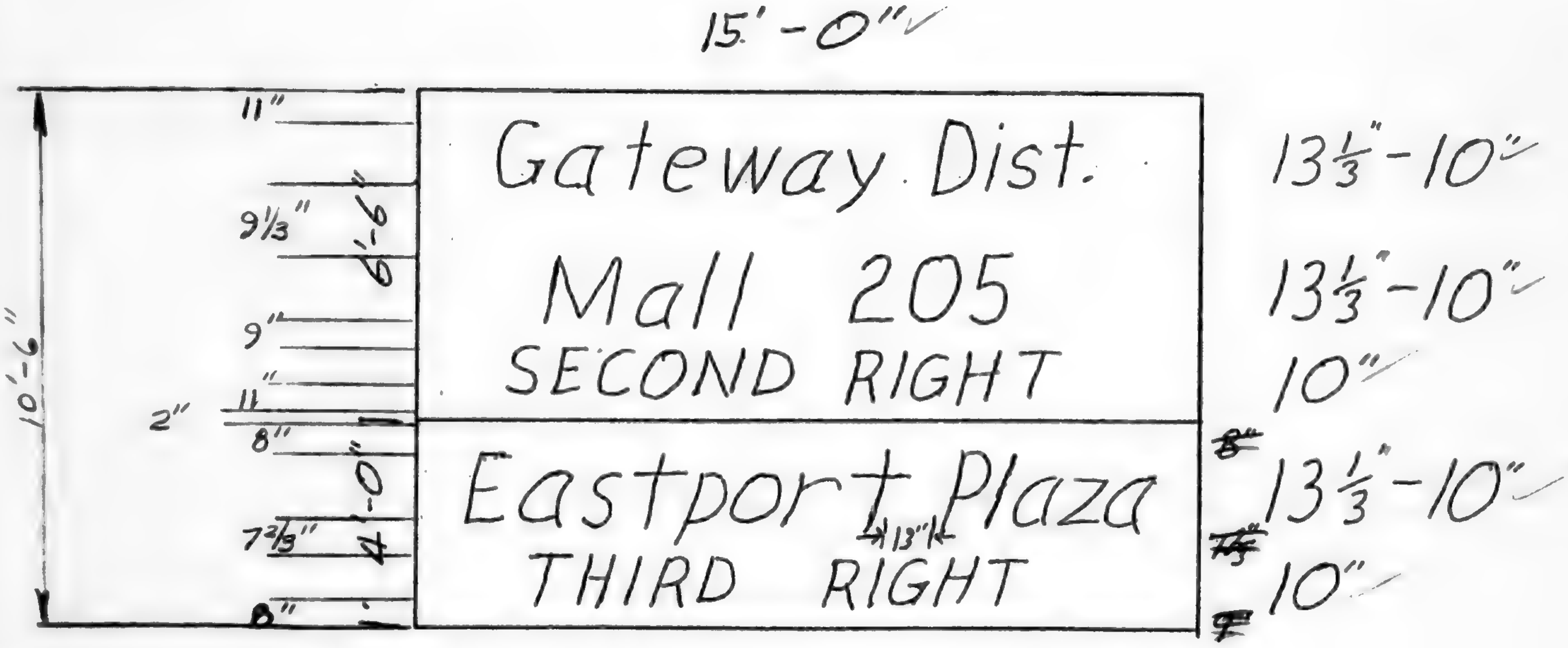
81-125-1307

S. Banfield Intchg. – SE Washington St. Sec.


15'– 0"
6'-6"
Gateway Dist.
Mall 205
SECOND RIGHT
13⅓"–10"
13⅓"–10"
10"

Type "AA" original sign ④

Sta "Ls" 278+80 Rt.


15'-0"
10'-6"
11"
9⅓"
9"
11"
2"
8"
7⅔"
8"
6'-6"
4'-0"
Gateway Dist.
Mall 205
SECOND RIGHT
Eastport Plaza
13"
THIRD RIGHT
13⅓"–10"
13⅓"–10"
10"
13⅓"–10"
10"

Type "AA" Revised sign ④

76-21

F

RECEIVED
TECHNICAL SERVICES
MAR 9 '84
REFER TO
FOR

Info	Immed	R/D	D/R	Sign	Act	File

March 7, 1984

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water Facilities Relocation
Bureau of Water Works
City of Portland
S. Banfield Intchge.-S.E. Washington St. Sect.
Clackamas River-Washington State Line Utility Proj.
East Portland Freeway
Multnomah County
Project No. I-205-7(13)300

Here is a copy of a final billing of cost to adjust the City of Portland Bureau of Water Works' facilities dated December 6, 1983.

A certification prepared by Richard L. Fleming as to the City's rights in the land occupied by their facilities is in our files.

The conflict was originally anticipated. The City was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the City's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of October 21, 1983 under the provisions of PPM 30-4 and 30-4.1 is requested. Cost to the State is $421.04. This work will be covered by OFW No. 16. Prefix 626-1026-285-16.

JMC/GAP/llr cc: ✓E. S. Hunter, W. F. Cobine,
Enclosure Jack M. Cartwright, R. L. Fleming

9621 CL 84-38

F

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 15, 1984

FILED
FEB [illegible] 1984
NORMA PAULUS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:
CON 5
#9621

RECEIVED
FEB 17 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

L. B. Foster Company
P. O. Box 23973
Oakland, CA 94623

Attention: A. M. Roberts
Credit Manager

Gentlemen:

This will acknowledge your letter of January 31, 1984, filing a claim against the following Highway Division contract:

FILED BY:	L. B. Foster Company
AMOUNT:	$10,055
FOR:	Material
AGAINST (Prime contractor):	S. J. Groves & Sons Company
CONTRACT NO.:	9621
PROJECT:	S. Banfield Interchange-S.E. Washington Street Section, East Portland Freeway, Multnomah County
SURETY:	The American Insurance Co.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON [illegible]
3-8-84 lc.

cc: S. J. Groves & Sons Company
2235 116th Avenue, N.E.
Bellevue, WA 98004

American Insurance Company
Attn: Fidelity & Surety Dept.
121 S.W. Salmon St., Suite 900
Portland, OR 97204

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

MAIL ADDRESS: P. O. BOX 23973, OAKLAND, CALIFORNIA 94623
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544-7993 • TELEPHONE (415) 489-7000

January 31, 1984

Mr. Robert W. Gormsen, Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

SUBJECT: Reference - File No. CON 5 #9621
Jackson Marine Co., P. O. Box 998, Vancouver, Washington
Balance Due - $10,055.00
Contract No. 9621
S. Banfield Interchange-S.E. Washington Street Section
of the East Portland Freeway in Multnomah County

Gentlemen:

Notice is hereby given that the undersigned L. B. Foster Co. has a claim for supplying 1300.80 LFT of 12-3/4" x .250 Wall ERW Steel pipe for use on the above project in the sum of $10,055.00 against the bond taken from American Insurance Company, 121 S. W. Salmon St., Suite 900, Portland, Or. 97204 for supplying the above material.

Very truly yours,

L. B. FOSTER COMPANY

A. M. Roberts

A. M. Roberts
Credit Manager

amr/

cc. S. J. Groves & Sons Company, 2255 116th Ave., N. E., Bellevue, Wa. 98004

American Insurance Co., Attn: Fidelity & Surety Department,
121 S. W. Salmon St., Suite 900, Portland, Oregon 97204

CERTIFIED
P 454 645 473
MAIL

RECEIVED
FEB 7 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

January 25, 1984

L. B. Foster Company
P. O. Box 23973
Oakland, CA 94623

CON 5
#9621

Attention: A. M. Roberts
Credit Manager

Gentlemen:

This will acknowledge your letter of January 16, 1984, stating that Jackson Marine Company owes you for material supplied on Contract No. 9621.

This project is with S. J. Groves & Sons Company for work on the S. Banfield Interchange-S. E. Washington Street Section of the East Portland Freeway in Multnomah County.

Under Oregon law, you can file a claim. We are attaching excerpts from the law with instructions on how to file a claim.

If you wish to file a claim, please send it to 121 Transportation Building, Salem, OR 97310, and we will file it with the Secretary of State.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

Att.
FKN:dc
cc: S. J. Groves & Sons Company
2235 116th Avenue, N.E.
Bellevue, WA 98004

American Insurance Company
Attn: Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

FOSTER

L.B.FOSTER COMPANY

PIPE PRODUCTS • PILING • HIGHWAY PRODUCTS
CONSTRUCTION EQUIPMENT • RAIL PRODUCTS
SALES • SERVICE • LEASING
FABRICATION • MANUFACTURING • MAINTENANCE

MAIL ADDRESS: P. O. BOX 23973, OAKLAND, CALIFORNIA 94623
DISTRICT OFFICE: 1001 WHIPPLE ROAD • HAYWARD, CALIFORNIA 94544-7993 • TELEPHONE (415) 489-7000

January 16, 1984

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen, Commission Services

SUBJECT: So. Banfield Interchange
S. E. Washington St.
East Portland Freeway
Portland, Oregon
Prime Contractor - S. J. Groves & Sons,
P. O. Box 13160, Portland, Oregon 97213
Sub - Jackson Marine Co.
P. O. Box 998, Vancouver, Washington

Gentlemen:

This is to go on notice with you that we supplied Jackson Marine Companies 1300.80 LFT of 12-3/4 x .250 Wall ERW Steel Pipe for use on the above job. The material was shipped on 10/28/83 and billed 11/30/83, our Invoice #SD 12687 (1). We have made numerous attempts to contact their Controller but our phone calls have not been returned. To date no payment has been received.

We would appreciate if if you would contact the contractor and surety. We have discussed the matter with S. J. Groves & Sons and have been advised that Jackson Marine has been paid for this material.

Please acknowledge receipt of this letter.

Thanks.

Very truly yours,

L. B. FOSTER COMPANY

A. M. Roberts

A. M. Roberts
Credit Manager

amr/
C
cc. S. J. Groves & Sons Co.
1040 N. E. 92nd Street
Portland, Oregon 97201

RECEIVED
JAN 18 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

November 2, 1983

CON

S. J. Groves & Sons Co.
P. O. Box 12160
Rose City Park Station
Portland, OR 97213

Time Extension Request
S. Banfield Interchange-S.E. Washington St.
Contract No. 9621
FAP No. I-205-7(86)311

Your request for additional contract time in which to complete certain portions of the above project has been carefully reviewed. You requested an additional 28 calendar days in which to complete the "SW" structure and that the total project completion also be extended by the same 28 calendar days, both adjustments being due to a suspension of work order on the "SW" structure.

A review of the project records indicates that a suspension of work order was issued on August 17 and rescinded on Friday, September 9. It appears that work on "SW" structure could have resumed on Monday, September 12. Therefore, a contract time adjustment of an additional 26 calendar days is granted for completion of the "SW" structure. The adjusted contract time for completion of the "SW" structure, subsection 108.08(a), is June 26, 1984.

It does not appear that this delay on the "SW" structure has caused a corresponding delay in total contract completion and the specified contract time for the completion of all work, Subsection 108.08(e), remains unchanged at 850 calendar days.

Should you wish to submit additional data, or to review this matter further, please contact Project Manager Jim McNamee.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:cb st

bc H. S. Coulter
C. T. Keasey
Al Harwood w/att.
Jim McNamee w/att.
FHWA w/att.
R. D. Church

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: October 18, 1983

Marion Craft

FROM: MARION CRAFT
Metro Region Construction Engineer

SUBJECT: SOUTH BANFIELD INTCHGE.-SE WASHINGTON ST.
East Portland Freeway
Contract No. 9621

Attached is a time extension request from the contractor for 28 days, due to the alignment problems on the SW structure. He is asking for 28 days for 108.08(a), which concerns just the SW structure, and also for 28 days for 108.08(e), which would apply to the overall completion of the job.

Jim McNamee has determined that a verbal shutdown order was given on August 17, followed by a letter on August 19, 1983. Jim also verbally told the contractor he could resume work on September 9, and the letter was written on that date, but may not have been received by the contractor until the middle of the following week.

Jim McNamee recommends a 24 day extension (August 17 through September 9), and possibly 26 days if we include the weekend after September 9. I recommend we grant the 26 calendar day extension for the SW structure work (108.08(a)), and do not grant any time for the overall completion of the job.

10-26-83

W. E. Schwartz -

I concur with Region and recommend a 26 calendar day time extension for completion of the "SW" structure and no time extension for completion of the entire project.

O. B. Jackmond

MC/gw
Attachment
cc Jim McNamee

CE RECEIVED OM
CAE CA
FOE LS
OCS OCT 19 1983 TC
SCS FE
EEO CP
CONSTRUCTION SECTION

125-1387

9621

F

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(8)311 SW Line
O'Xing UPRR Pier 3
Alignment Change

Date: September 12, 1983

From: Division Administrator

Reply to Attn. of: HBR-OR

To: H. S. Coulter, State Highway Engineer
Attn: C. T. Keasey, Construction Engineer

We have just visited the above construction project and find proposed alignment alterations (might involve broken back curves) because of pier misalignment. We feel this problem needs to be reviewed by your staff and FHWA.

Please obtain details of what you propose and submit them to our office for review and approval. ✓

Original Signed by
H. A. Schell
Division Bridge Engr.
Dale E. Wilken

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
SEP 13 '83
REFER TO Keasey
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to

9621 5

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(86)311
S. Banfield - SE. Washington Section
Contract 9621, SFO No. 6

Date: September 1, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer

This Order for Force Work is hereby returned without approval for Federal funding. We understand reimbursement will be obtained from the Contractor under Price Agreement No. 3.

G. K. Hossner
for Dale E. Wilken

Attachment
Copy: SFO No. 6

cc w/cy att:
Tri-Met (MacDonald, Lt Rail Ofc)

cc:
OSHD (Sandmann, Metro)
OSHD (Christensen, Const)
OSHD (Potter, Pgm Mgmt)

orig xo

RECEIVED
STATE HWY ENGR
SEP 8 '83
REFER TO Casey
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					Y	

P

ORDER FOR FORCE WORK

ORDER No. 6

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK TO BE DONE BY State Forces CONTRACT No. 9621
(State Forces or Utility, Railroad, Local Government Unit, etc.—by name)

PROJECT NAME S. Banfield Interchange -- SE Washington Street DATE , 19

HIGHWAY East Portland Freeway FAP No. I-205-7(86)311

COUNTY Multnomah PREFIX 626-1085 FUNCTION -

DESCRIPTION OF WORK TO BE DONE: Check the Contractors redesign of the "LRT" #13516J & "NW" #13516D Bridges.

LOCATION BY STATION NUMBERS:

ESTIMATE OF QUANTITIES & COSTS: Labor, and materials = $8,000.00

EXPLANATION: Per meeting with the Contractor on July 12, 1983 in the Bridge Design office.

Prepare a separate order for each type of force work. Submit the original as indicated below:

CONTRACT PROJECTS AND MISC: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization . . . . $
Present estimate of costs including work under this Force Order . . . . . . $
Estimated Overrun Underrun Amount . . . . . $
Estimated Overrun Underrun Percent

SUBMITTED BY: James W. McNamee
TITLE Project Manager

APPROVAL RECOMMENDED:
TITLE

APPROVAL RECOMMENDED:
TITLE

APPROVAL RECOMMENDED: Region Engineer

APPROVED: Duane O. Christensen 7/27/8
fw
Construction ~~or Traffic~~ Engineer

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

I-205
Misc.

ROAD DESIGN SECTION DES 16

James W. McNamee
Project Manager

August 31, 1983

Donald R. Adams, P.E.
Final Design Engineer

Sign Shop Drawings
S. Banfield Interch.-S.E. Washington St. Section
East Portland Freeway
Multnomah County
Contract No. 9621

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wakerlig

RECEIVED
SEP 01 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

Attached are three sets of approved shop drawings for the balance of the Type "A" and "AA" signs on the above-named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Traffic Safety Supply Company for sign fabrication.

WGB:ja

Attachments

cc C. T. Keasey
E. L. Hardt
W. G. Beard

91-21

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(86)311

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80156

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/5/83

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
South Banfield Interchange - SE Washington Street

11. GENERAL DESCRIPTION OF WORK
Re-install Tourist Information sign

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 7/5/83 as requested in Mr. Keasey's letter of 8/4/83 as being cost effective for the use of State Forces to proceed with the above work. State Force Order No. 5 is approved for a TEC of $800 Federal Funds $738.

RECEIVED
STATE HWY ENGR
AUG 17 '83
REFER TO Potter
FOR
Info / Inves / R/D / D/R / Sign / Act / File

Orig to
8/17

14. DATE 8/12/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

J-205

ROAD DESIGN SECTION

DES 16

James McNamee
Project Manager

July 29, 1983

Donald R. Adams, P.E.
Final Design Engineer

Sign Shop Drawings
S. Banfield Interch.-S.E. Washington Street
East Portland Freeway
Multnomah County
Contract No. 9621

-mc

cy Beard

Versteeg
Anderson
Adams
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Stoudenmeyer
Terpin
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RECEIVED
JUL 29 1983
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Attached are three sets of approved shop drawings for the Type "A" and Type "AA" Signs on the above-named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Traffic Safety Supply Company for sign fabrication.

We again remind you that routing sign shop drawings for approval to any section other than Final Design only delays our reviewing and correcting them.

WGB:ja

Attachments

cc C. T. Keasey
Ed Hardt
W. G. Beard

cy sent

r1-1

UMTA (Ramon)
OSHD (Coulter)
OSHD (Sandmann)
Region (HCM-010)
Tri-Met (MacDonald)

STATE COPY

INITIAL REPORT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REGION NO. 10	REPORT NO. 1	COUNTY Multnomah	DIVISION Oregon
DATE OF INSPECTION 7/22/83	INSPECTION MADE BY R. Burkhardt, Asst Bridge Engineer		PROJECT NO. I-205-7(86)311

IN COMPANY WITH
T. Lowe, C. Christianson; FHWA - M. Craft, J. McNamee; OSHD

LOCATION
Banfield and I-205 Interchange

CONTRACTOR NAME AND ADDRESS
S. J. Groves and Sons Co. P.O. Box 13160, Portland, OR 97213

AWARD DATE 4/19/83	CONTRACT AMOUNT $15,292,497	TIME ALLOWED 850 C.D.	TIME STARTED 5/4/83	WORK STARTED 5/4/83
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 10%	WORK COMPLETED 7%	

RECEIVED
STATE HWY ENGR
AUG 10 '83
REFER TO
Constr.
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						

8/11

REMARKS

SOUTH BANFIELD INTERCHANGE
SE WASHINGTON STREET SECTION

Description of Project

This project consists of grading, paving, structures, signing, illumination and signals in the area of the Banfield and I-205 Interchange. Interchange ramps and connectors will be constructed. The light rail transit U'Xing and connector to Burnside Street will also be constructed under this contract.

Work in Progress

The contractor, S. J. Groves & Sons Co., was excavating near the 84" storm sewer just east of bent 9 on the NW line for relocating the 30" storm sewer pipe around the NW and LRT bent 9 footings. Preparations were being made to drive steel piles on the SW line at bent 3. The Contractor was beginning work on wall #3 on Hassle Street. At the time of this inspection no other work was in progress.

Work Complete

NW bent 8 and bent 11 footings are done. LRT bent 8 column is poured. LRT bent 11 footing is completed. NW and LRT columns at bent 10 is poured. Sheet pile anchors at SW bent 2 are placed.

Project Agreement

The contractor has requested he be allowed to redesign the superstructures for both the NW and LRT structures. He would like to move the hinge points to facilitate construction. The State feels the proposal is feasible. The State is currently evaluating the contractors initial design calculations. The contractor has agreed to reimburse the State for extra engineering cost required to evaluate the redesign.

[illegible]

NOTICE TO OWNER, ORIGINAL CONTRACTOR AND LENDER OF MATERIALS TO BE SUPPLIED OR WORK OR SERVICES TO BE PERFORMED

9621

TO:

~~State of Oregon~~
9250 N.E. Skidmore
Portland, Oregon
(Owner's Name & Address)

(Construction Lender's Name and Address)

S. J. Groves & Sons
P.O. Box 13160
Portland, Oregon 97213
(Original Contractor's Name & Address)

The undersigned notifies you that he has supplied or will supply materials or has performed work or services or will supply work or services as follows:

Materials for Post-Tensioning System

(General Description of Materials, Work or Services)

for improvement of real ✓ property identified as: E. Portland Freeway, S. Banfield Interchange.

$598,500.00
(Anticipated Total Value)

under contract with VSL Corporation and S. J. Groves & Sons, P.O. Box 13160, Portland, Oregon 97213
(General Contractor or Subcontractor)

This is not a notice that the undersigned has not been or does not expect to be paid, but a notice required by law that the undersigned may, at a future date, claim a lien as provided by law against the property if the undersigned is not paid.

453-
0163

Date: July 19, 1983

Scott Thompson
(Signature) (Title)
Scott Thompson, Division Controller
(408) 866-5000
(Telephone Number)

VSL CORPORATION
1077 Dell Avenue
Campbell, CA 95008
(408) 866-5000

xc- ~~Metro Region~~
Commission Services

NO response nec

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT ENGINEER
RECEIVED
JUL 23 1983
Noted ☐☐☐☐☐☐

RECEIVED
JUL 29 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

I-205

attachment to Adams Statement

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILE **DATE:** June 9, 1983

FROM: MARION CRAFT
Metro Region Construction Engineer

SUBJECT: SOUTH BANFIELD FWY.-SE WASHINGTON ST.
East Portland Freeway
Contract No. 9621
(Temporary Concrete Barrier)

OM MRE CE PPM CE
TOS ME
US PDM
CSA Metro Region TAM
SO PA EM BUD LM

The question of whether the contractor could use tongue and groove, temporary concrete barrier, was discussed at the preconstruction conference. It was our position at that time that revision letter number 1 eliminated the use of tongue and groove barrier, and specified the use of pin and loop barrier. S. J. Groves has disagreed with this by letter, the latest being their serial letter no. 13, dated May 31, 1983.

I talked to Al Harwood about this, and after reviewing the plans, special provisions, and the general specifications, agree that revision letter no. 1, Item 8 does very clearly delete the use of tongue and groove barrier for the temporary concrete barrier item.

Jim McNamee was told by phone of our opinion, and he will so inform the contractor.

MC/gw
Attachment
cc Jim McNamee

1 Versteeg ✓
Anderson A
2 Adams
3 Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
JUN 14 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

S. J. Groves & Sons Company

CONTRACTORS AND ENGINEERS

Address reply to
P.O. Box 13160
Rose City Park Station
Portland, OR 97213
Telephone 503/239-8486

Regional office:
2255 116th Avenue N.E.
Bellevue, WA 98004

TCS RECEIVED ME
US JUN - 6 1983 PDM
CSA Metro Region TAM
DAN EM BUD LM

RE: East Portland Freeway
So. Banfield Interchange-S.E. Wash. St.
Contract #9621

May 31, 1983

6/3/83 Serial Letter No. 13

Allorion: I Think we should tell Contractor to use Pin & Loop with no extra compensation - Do you agree?
Jim

DEPARTMENT OF TRANSPORTATION
Oregon State Highway Division
3700 S. E. 92nd Avenue
Portland, OR 97266

Attention: James McNamee
Project Manager

Subject: Temporary Concrete Barrier

Reference: ODOT Letter dated May 23, 1983; S. J. G. Serial Letter #10
Drawing 2127, Specifications 611.01, Rev. Letter #1 Item 8

Gentlemen:

This letter is in response to your letter dated May 23, 1983, regarding Temporary Concrete Barrier.

In paragraph 2 of your letter, you state that you feel no option exists to select either Tongue and Groove or Pin and Loop barrier. This is in direct conflict with note 6 of drawing 2127, which clearly states that this option does exist.

If the State had intended to limit contractors to only one type of barrier, it could easily have been accomplished. They could have deleted note 6 from drawing 2127 by addendum, or also by addendum, they could have made a simple statement that only Pin and Loop assembly would be allowed for this project.

Since this was not done, we can only conclude that the intention was to keep the option intact for temporary barrier. Therefore if the State wants Pin and Loop Temporary Concrete Barriers, please notify the contractor in writing. If the State denies the contractor additional compensation as your letter of May 23, 1983 states, the contractor will proceed with a claim for the increased costs.

Very truly yours,

S. J. Groves & Sons Company

Robert D. McClure
Project Manager

cc: [redacted]

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT ENGINEER
RECEIVED
JUN 2 1983
Noted ☐☐☐☐☐☐☐

BC/wbm

May 24, 1983

S. J. Groves & Sons Company
2255 116th Avenue, N.E.
Bellevue, WA 98004

CON 5
#9621

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 9621 for work on the S. Banfield Interchange-S.E. Washington Street Section of the East Portland Freeway in Multnomah County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Enclosure

cc: The American Insurance Co.
Attn: Fidelity & Surety Department
121 S.W. Salmon St., Suite 900
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
E. L. Hardt
James McNamee
L. E. George

CA CHANDLER ASSOCIATES ☐ 10000 W. HIGHWAY 55 ☐ P.O. BOX 9456 ☐ MINNEAPOLIS, MN 55440 ☐ TEL: (612) 544-8811

May 17, 1983

Mr. Robert W. Gormsen
State of Oregon
Department of Transportation
Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Re: S. J. Groves & Sons Company
Contract #9621
Federal Aid Project #I-205-7(86)311
South Banfield Interchange

Dear Mr. Gormsen:

Enclosed you will find the amended certificate of insurance for the above captioned contract, amending the additional insured and the cancellation clause.

Should you have any questions regarding this matter, please do not hesitate to contact us.

Very truly yours,

CHANDLER ASSOCIATES

J. D. Chandler

J. D. Chandler

JDC:sg
Enclosure

cc: Bob Wolfe - S. J. Groves & Sons Company

RECEIVED
MAY 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

S. J. Groves & Sons Company
CONTRACTORS AND ENGINEERS

Address reply to:
E & C West Headquarters
2255 - 116th Avenue N.E.
Bellevue, WA 98004

Telephone 206/455-1070
Telex No. 32-1119

Executive offices:
10,000 Highway 55 West
Minneapolis, MN
WA I.D. SJG ROS-339LE

CERTIFIED NO. P292 599 431
RETURN RECEIPT REQUESTED

April 29, 1983

OREGON TRANSPORTATION COMMISSION
Department of Transportation
Highway Division
121 Transportation Building
Salem, OR 97310

REF: Contract No. 9621
South Banfield Interchange
Contract Documents

Attn: Robert W. Gormsen
Commission Services

Gentlemen or Ladies:

Per your letter of April 21, 1983, enclosed herewith are the following documents relating to Contract No. 9621:

1. Two sets of the bound contract with the following forms executed by us.
    a) Section III, Contract, Executed by our Mr. Pullar.
    b) Certified Copy of S. J. Groves' Corporate Resolution showing Mr. Pullar's authority to sign. This is inserted loose at the back of each bound set.
    c) Executed Section IV, Bond. Power of Attorney from the American Insurance Company for W. J. McCoy to execute. This is also inserted loose at the back of each bound set.
    d) Executed Certification of Workers Compensation coverage.
2. Two original sets of Insurance Certificates as required by Specification No. 107.21. Note the attached endorsement naming additional named insured.
3. Railroad Insurance:
    a) "Contractor's Public Liability and Property Damage Liability" , "Contractor's Protective Public Liability and Property Damage Liability": Three (3) sets of Insurance Certificates for the Union Pacific Railroad Company as required by Specification No. 107.24. These Certificates are evidence of coverages for both

3. a) continued

Nos. 1 and 2 of No. 107.24.

b) Original and three (3) copies of Certificates for the Union Pacific Railroad Company of the "Railroad Protective Public Liability and Property Damage Liability Insurance".

c) Certified copies of the executed policies for specified coverages stated in #3a and 3b above are in the process of being issued and will be forwarded when received.

We trust these documents are in order and will anticipate receiving a fully executed copy of the contract from the Department of Transportation.

Very truly yours,

R E Wolfe

R. E. Wolfe
Assistant Secretary/Treasurer

REW:sk

Enclosures: As Stated

cc: Project Job Files

RECEIVED
[illegible]
DEPARTMENT OF TRANSPORTATION

S. J. Groves & Sons Company
CONTRACTORS AND ENGINEERS

Address reply to:
E & C West Headquarters
2255 - 116th Avenue N.E.
Bellevue, WA 98004

Telephone 206/455-1070
Telex No. 32-1119

Executive offices:
10,000 Highway 55 West
Minneapolis, MN
WA I.D. SJG ROS-339LE

April 18, 1983

Oregon State Highway Division
Office of Commission Services, Room 121
State Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert Gormsen

RE: East Portland Freeway
Multnomah County
South Banfield Interchange to S. E. Washington Street #9621
Proposals Received: April 14, 1983

Dear Sir:

As required by Section SP0.2 of th Documents, enclosed find documentation regarding the identification of MBE firms used to meet the contract goals.

Sincerely,

David J Malutich

David J. Malutich
Area Manager

DJM:jy
Encl.

CC: R. D. McClure, Union Avenue

RECEIVED
APR 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

S. J. Groves & Sons Company

POTENTIAL MINORITY-OWNED MBE FIRMS

FIRM	BID ITEMS	DOLLAR VALUE
Smith & Bear, Inc. 425 W. Lockart Coos Bay, OR 9742-	(Various) Trucking	$ 458,775.00

POTENTIAL WOMAN-OWNED MBE FIRMS

FIRM	BID ITEMS	DOLLAR VALUE
Service Steel Erection P. O. Box 37 Keno, OR 97627	29-31, 80 104-107,124-127 170-173,186-189 206-208,261,267, 268,275,276,279, 280	$ 600,157.00

RECEIVED
APR 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

96221

8

May 6, 1983

DES 16

Complete file [illegible]

Sidney L. Nolan
Technical Services Representative
Pozzolanic Northwest, Inc.
2448-76th Avenue S.E., Suite 222
Mercer Island, Washington 98040

Your letter of April 29, 1983 requested information concerning the possible use of fly ash in concrete paving, CTB and bridge concrete on the N. Tigard-S. Tigard Interchange Section on I-5 and the South Banfield Interchange-S.E. Washington Street Section on I-205.

The use of fly ash in the concrete paving in bridge decks or in concrete incorporating prestressing steel strands will not be permitted. The use of fly ash in the contractor's proposed contract mix design for CTB and use in the substructure work will be considered. An early submittal of the contractor's proposed concrete mix design to the Project Managers will aid in obtaining a final decision on the use of fly ash in the concrete mix design for these projects.

E. S. Hunter, P.E., P.L.S.
Assistant State Highway Engineer
Technical Services Branch

JHV:rw

bc: Fred Miller
H. S. Coulter
J. H. Versteeg

Pozzolanic Northwest, Inc.
PROCESSORS AND DISTRIBUTORS OF TOP QUALITY POZZOLANS

24[illegible] [illegible]6TH AVENUE S. E., SUITE 222
MERCER ISLAND, WASHINGTON 98040
TELEPHONE (206) 232-9320

April 29, 1983

Mr. Fred Miller, Director
Department of Transportation
Oregon Highway Division
135 Transportation Building
Salem, Oregon 97310

Dear Mr. Miller:

Recent bid openings were held for the following projects:

#9615 . N. Tigard Interchange - S. Tigard Interchange Section of the Pacific Highway Southwest of Portland. FAP No. I-5-5 (73) 293.

#9621 . South Banfield Interchange - Southeast to Washington Street. FAP No. I-205-7 (86) 311.

North Tigard Interchange project was awarded to Donald M. Drake Company and the South Banfield Interchange was awarded to S.J. Groves & Sons Company. Both of these contracts are unique in that they are open for contractors' proposed option of design.

Recently, I talked with Mr. Peter Ebert, Vice President of Donald M. Drake Company and with Mr. Dave Malutich, Estimating Engineer for S.J. Groves & Sons Company and they are going to submit, through proper channels in writing, a proposal that fly ash be used in the mix designs for concrete paving, CTB, and bridge concrete in the above mentioned projects.

Would you please let me know by Monday, May 9, 1983 whether these proposals to include fly ash in these projects will be approved. Thank you.

Sincerely,

POZZOLANIC NORTHWEST, INC.

Sidney L. Nolan

Sidney L. Nolan
Technical Services Representative

SLN:mjw

orig to

RECEIVED
STATE HWY ENGR
MAY 4 '83
REFER TO
Hunter
FOR

Info	Inves	R/O	D/R	Sign	Act	File
			X			

RECEIVED
DOT DIRECTOR
MAY 4 '83
REFER TO
Coulter
FOR

Info	Inves	R/O	D/R	Sign	Act	File
			X			

I-205

ROAD DESIGN SECTION DES 16

Jerry Backstrand, P.E.
Bridge Design Engineer

April 28, 1983

Donald R. Adams, P.E.
Final Design Engineer

Verstceg
[illegible]
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Turpin
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Wakerlig

RECEIVED
ROAD DESIGN SECTION

Sign Support Check and Design
S. Banfield Inter. - S.E. Washington St. Sec.
East Portland Freeway
Multnomah County
Contract No. 9621

Decision was made to extend the I-84 designation from its termini at the North Banfield interchange to the interchange with I-5. As a result of this, it is necessary to change the size of Sign 53 which is structure mounted facing northbound traffic on the S.E. Washington St. structure. The contracted sign is 16' - 6" x 6' - 0", and the new sign is 13' - 0" x 8' x 8' - 0". Please check the structure mount design on Br. Drwg. No. 35559 for adequacy and modify if necessary.

We also need a design and plan for mounting a 6' - 0" x 5' - 0" exit sign, facing eastbound traffic on the 102nd Ave. bridge column between the eastbound freeway traffic and the 102nd Ave. exit ramp. Mounting height for the sign 15' 7' - 0" and the sign number is 60.

WGB:mg

cc: N.E. Mann
W.G. Beard

9621

DES.16 FFL

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: James McNamee
Project Manager

DATE: April 4, 1983

FROM: Donald R. Adams
Final Design Supervisor

SUBJECT: S. Banfield Intchge.-S.E. Washington Street
East Portland Freeway
Multnomah County

Votteeg
Anderson
Adams
Hacnab
Stoudenmeyer
Terpin
Trout ✓
Wakerlig

RECEIVED
APR 8 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9227-00	"BANF" Line	Centerline	Profile Grade
9227-01	"BANF" Line	Centerline	Subgrade
9227-02	"BANF" Line	Centerline	Profile Grade
9227-03	"BANF" Line	Centerline	Subgrade
9227-04	"SG" Line	Centerline	Profile Grade
9227-05	"SG" Line	Centerline	Subgrade
9227-06	"SG" Line	18' Right	Profile Grade
9227-07	"SG" Line	8' Left	Profile Grade
9227-08	"ES" Line	Centerline	Profile Grade
9227-09	"ES" Line	Centerline	Subgrade
9227-10	"EG" Line	Centerline	Profile Grade
9227-11	"EG" Line	Centerline	Subgrade
9227-12	"GN" Line	Centerline	Profile Grade
9227-13	"GN" Line	Centerline	Subgrade
9227-14	"GW" Line	Centerline	Profile Grade
9227-15	"GW" Line	Centerline	Subgrade
9227-16	"GW" Line	Centerline	Profile Grade
9227-17	"GW" Line	16' Right	Profile Grade
9227-18	"GW" Line	18' Left	Profile Grade
9227-19	"LRT" Line (Light Rail)	Top of Low Rail	Profile Grade
9227-20	"LRT" Line (Light Rail)	Top of Low Rail	Profile Grade
9227-21	"LRT" Line (Light Rail)	Top of Low Rail	Profile Grade
9227-22	"LRT" Line (Light Rail)	Top of Bridge Deck	
9227-23	"SW" Line	Centerline	Profile Grade
9227-24	"SW" Line	8' Left	Profile Grade
9227-25	"SW" Line	22' Right	Profile Grade

Contains Recycled Materials

9227-26	"SW" Line	Centerline	Profile Grade
9227-27	"SW" Line	Centerline Subgrade	Subgrade
9227-28	"NW" Line	Centerline	Profile Grade
9227-29	"NW" Line	Centerline	Subgrade
9227-30	N.E. 99th Avenue Line	Centerline	Profile Grade
9227-31	N.E. 99th Avenue Line	Centerline	Subgrade
9227-32	"ER" Line	Centerline	Profile Grade
9227-33	"ER" Line	Centerline	Subgrade
9227-34	"ER" Line	Centerline	Profile Grade
9227-35	"ER" Line	Centerline	Subgrade
9227-36	"ES" Line	Centerline	Profile Grade
9227-37	"ES" Line	Centerline	Subgrade
9227-38	"EG" Line	Centerline	Profile Grade
9227-39	"EG" Line	Centerline	Subgrade
9227-40	"NW" Line	Centerline	Profile Grade
9227-41	"NW" Line	Centerline	Subgrade
9227-42	"GN" Line	Centerline	Profile Grade
9227-43	"GN" Line	Centerline	Subgrade
9227-44	"SWG" Line	Centerline	Profile Grade
9227-45	"SWG" Line	Centerline	Subgrade
9227-46	"GSW" Line	12' Right	Profile Grade
9227-47	"GSW" Line	12' Right	Subgrade
9227-48	"SG" Line	Centerline	Profile Grade
9227-49	"SG" Line	Centerline	Subgrade
9227-50	"SG" Line	18' Right	Profile Grade
9227-51	"SG" Line	8' Left	Profile Grade

DRA:kg
cc: Jim Grassman

Attachments

1621 I-84

STATE OF OREGON
Department of Transportation
Metropolitan Branch

INTEROFFICE MEMO
Telephone: 238-8226
Date: March 14, 1983

TO: TOM BRICHER
Road Design Section

File No:

FROM: ROBERT A. SANDMANN
Project Engineer

SUBJECT: S. Banfield Intchg.-SE Washington St. Section
Banfield Transitway
Additions to special provisions

Because of Tri-Met's rail and power substation construction work within "Subject Project" limits, please add the following to the project special provisions:

105.07 - After completion and acceptance of the "LR" line, the contractor will be restricted to a right-angle crossing of the "LREB" and "LRWB" lines 40' wide between "LREB" Sta. 304+80 and "LREB" Sta. 305+20. A power substation construction contract by Tri-Met will require a work area as shown on Sheet ___ of the plans. This area is not available once the "LR" line work is completed and accepted (see attachment for area).

108.08 (b) and (c) - Once work is completed and accepted no further use of the area will be allowed.

Robert A. Sandmann

ebg

attachment

xc: A. C. Harwood
S. H. Macnab

......Versteeg ....
......Anderson............
......Adams ....
..I..Macnab JHm............
......Stoudenmeyer............
......Terpin............
......Trout............
......Wakerlig............

RECEIVED
MAR 15 1983
ROAD DESIGN
SECTION

Do Not File
Return to ....
Bring Up ....
Action ....

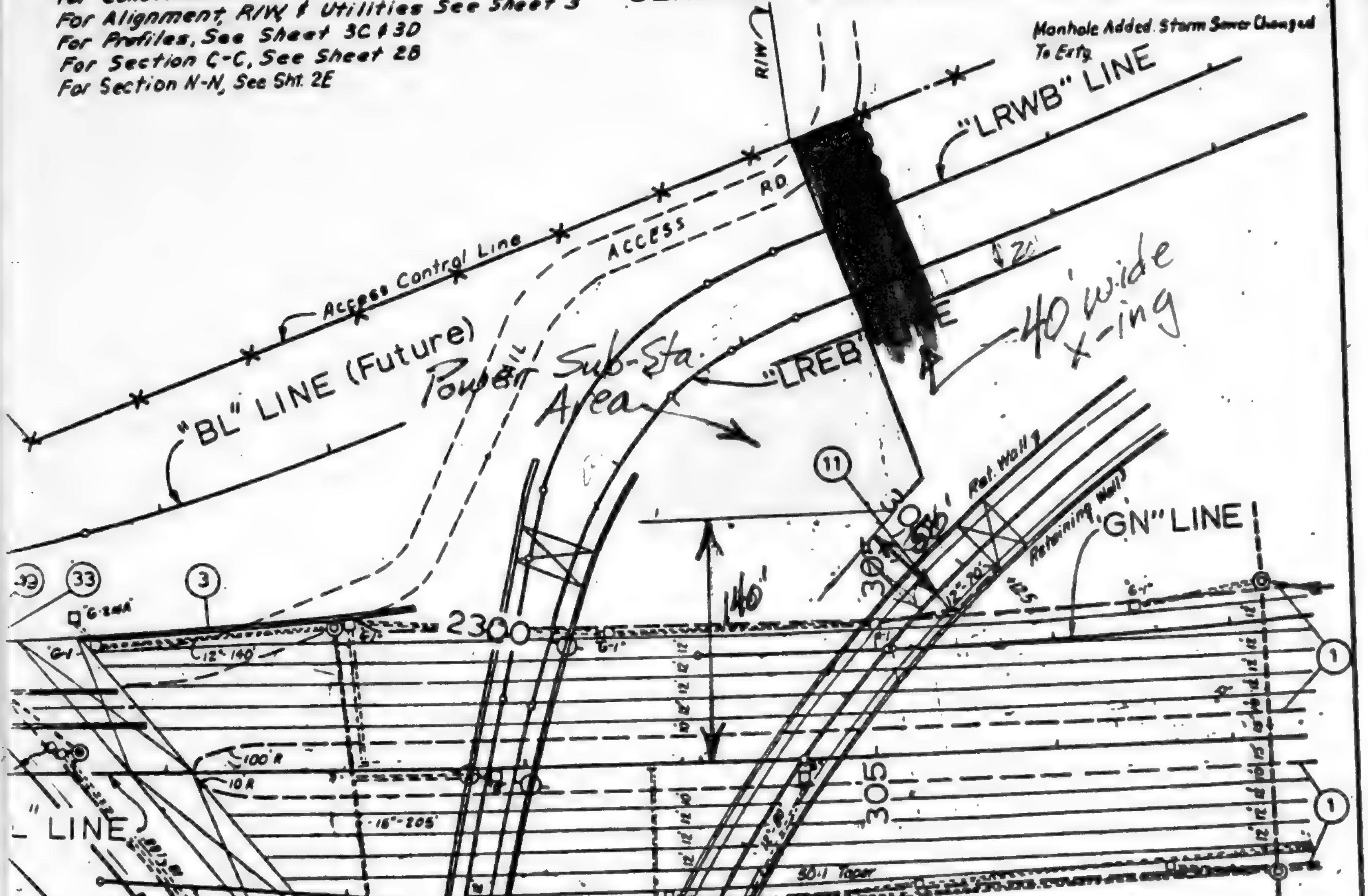
16V-188

S. BANFI D INTCHGE. SECTION. EAST RTLAND FREEWAY MULTNOMAH COUNTY				SHEET No. 3A
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	I-205-7(86)311		See Index

Note:
For Construction Notes, See Sheet 3B
For Alignment, R/W & Utilities See Sheet 3
For Profiles, See Sheet 3C & 3D
For Section C-C, See Sheet 2B
For Section N-N, See Sht. 2E

GENERAL CONSTRUCTION & DRAINAGE

Manhole Added. Storm Sewer Changed To Exty.



R/W
"LRWB" LINE
RD
ACCESS
Access Control Line
"LREB" LINE
20'
40' wide x-ing
"BL" LINE (Future)
Power Sub-Sta. Area
11
Ret. Wall
Retaining Wall
"GN" LINE
140'
33
3
230
12"-140'
6"-1"
100' R
10' R
15"-205'
"L" LINE
305
30:1 Taper
1
N
N
2
42
43
Sump
7
8
9
37
2297
5
49
FREEWAY
DETOUR ℄
20
39
40
47
300
"NW" LINE
48
A
"SG" LINE
MATCH LINE
(See Sheet 7A)
41
12"-76'

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(86)311

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/9/83

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
South Banfield Interchange - S Washington Street

11. GENERAL DESCRIPTION OF WORK
Revised PS&E

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Railroad Protective Services - - -	$62,600
Permanent Pavement Striping S.F.- -	12,000
Temporary Pavement Striping S.F.- -	13,000
Remove Pavement Striping S.F.- - - -	10,000
Temporary Erosion Control - - - - -	10,000
On the job Trainees - - - - - - - - -	12,000
State Furnished Software - - - - - -	1,500
Signal Controller Testing & Turn on -	5,350

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 3/8/83 request and certifying statements are accepted.

Revised PS&E documents for the subject project have been reviewed and are approved for a revised total estimated cost of $20,654,645 Federal Funds $18,609,569.

A signed copy of the Title Sheet is returned herewith.

(FHWA TEC $14,586,187 Federal Funds $13,451,380)
(UMTA TEC $6,068,458 Federal Funds $5,158,189)

14. DATE 3/9/83

15. SIGNATURE OF APPROVING OFFICIAL E J Malach

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

RECEIVED
STATE HWY ENGR
MAR 18 '83
REFER TO Swan
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
3/1

9621

I-84 W

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

TRA 23

TO: D. N. Stoudenmeyer
Acting Preliminary Design Supervisor

DATE: March 4, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Signing
South Banfield Interchange-S.E. Washington Street Section
East Portland Freeway Highway

Attached are two prints of general motorist service signs that are to be added to the subject project scheduled for the April 7, 1983 letting.

Please add this work to the contract plans for work to be done by the contractor.

L E George

L. E. George
Traffic Engineer

ELS:ds
Attachments

cc: E. L. Hardt

RECEIVED
MAR 7 - 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig
Beard

Do Not File ☐
Return To
Bring Up
Action

Advertised - Reg. Rev. under constr. by Price agreement

3-8-83

Region will take care of price agreement

cc, Bud George (thanks)

This job already out. PS&E last week

see note -

A. Adams
3/8

81-125-1387

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(86)311

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 80158

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 2/22/83

8. FEDERAL ROUTE NUMBER Interstate 205

9. STATE ROUTE NUMBER Primary 64

10. GENERAL LOCATION:
South Banfield Interchange - SE Washington Street Section

11. GENERAL DESCRIPTION OF WORK
Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Swan's letter of 2/16/83 I approve the program change to extend the limits of the project to SE Washington Street and change the name of the project to "South Banfield Interchange - SE Washington Street Section".

RECEIVED
STATE HWY ENGR
FEB 25 '83
REFER TO
Swan
FOR
Info | Invest | R/D | D/R | Sign | Act | File

14. DATE 2/22/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Bossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-73)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.: PRO 6-2

Date: February 16, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Program Change
Item No. 80158
Project No. I-205-7(86)311
S. Banfield Interchange Section
Multnomah County

I request your approval to change name of subject project to read "S. Banfield Interchange-S.E. Washington St. Sec.".

This request is to include ramps and signing to progress toward completion of South Banfield Interchange.

DRH: bks
~~cc:~~ General Files

Form 734-3122

PLH 8
Banfield

NOTED
E. S. HUNTER

February 10, 1983

RECEIVED
TECHNICAL SERVICES
FEB 11 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Acting Program Section Manager

SUBJECT: Water Facilities Relocation
Hazelwood Water District
Glisan St. Light Rail Structure
South Banfield Interchange Section
Banfield Transitway
Multnomah County
UMTA Project No. OR-23-9001 (Ix-68(4))

Here is a copy of an estimate of cost to adjust Hazelwood Water District's facilities dated June 21, 1982, and a sketch showing their proposed relocation.

Hazelwood Water District's conflicting facilities presently occupy State Highway right of way. State has no authority to cause Hazelwood Water District to relocate to accommodate light rail construction for Tri-Met. Tri-Met has agreed to pay relocation costs and has approved the Order for Force Work covering the relocation work.

The conflict was anticipated. The Hazelwood Water District was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the District's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $5,209.

JMC/DES/llr
Enclosure
cc: E. S. Hunter Robert A. Sandmann
Jack M. Cartwright Gary Kennen

4/21/

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(2)303
South Banfield Interchange
East Portland Freeway

Date: January 24, 1983

From: Division Administrator

Reply to Attn. of: HFO.6-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The revised surfacing design, submitted with Mr. Terpin's January 17 letter, has been reviewed and is approved for Federal-aid funding.

G. K. Hassner
for Dale E. Wilken

cc:
OSHD (F E Terpin)

RECEIVED
STATE HWY ENGR
JAN 26 '83
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
TECHNICAL SERVICES
JAN 27 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1.

7621

VICTOR ATIYEH
GOVERNOR

Department of Trans
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 973

January 18, 1983

S.O. Benfield Ind. - S.W. Washington St.
Scotia

Bruce Bye, Manager
Mall 205 Management Offices
9900 S.E. Washington
Portland, Oregon 97216

Dear Mr. Bye:

SUBJECT: Mall 205 Signing
Misc. Contract & Agreement No. 7820

As described in our Agreement No. 7820, the Company should now submit a deposit for the Mall 205 directional signing costs:

Columbia River Br.-S.E. Powell Blvd. Contract No. [illegible]	$2,000.00
Temporary Signing at Division St. Interchange by State Forces	1,500.00
Total Cost to Date	$3,000.00

$4250.

Please submit a check or irrevocable letter of credit in the amount of $3,000.00 directly to Oregon State Highway Division, Accounting Section, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E.
Acting Program Section Manager

KEH:pf

bcc w/AD # 83-02: Jon Rose, Metro Region
Elmer Scofield, Traffic
Vern Skoog - Please return completed AD #83-02 when advance deposit is received.

Skoog
cc McNamee
Metro
Traffic

NOTED
VERNON L. TABERY

NOTED
ELMER SCOFIELD

NOTED
L. E. GEORGE

RECEIVED
JAN 18 1983
TRAFFIC ENGINEERING

NOTED
DWAYNE HOFSTETTER

FW

Form 734-3122

OREGON STATE HIGHWAY
DIVISION

SHEET .... OF .... SHEETS

Mall 205 signs.

Future Signs S. Banfield Int. - S.E. Washington St. Sec.

Sign No.	Location	Mounting	Post Data	weight	Concrete	Sign Size	% to Mall	Sq. Ft. Chargable
4	278+80 Rt	BSP	W6-12 - 14.5' W6-9 - 10'	174 90	18.8 15.7	6.5×15 = 97.5	AA 50	48.75
20	SG 319+00 Rt.	SPB	12' +2' TS 5×3×3/16		12.6 cuft	4×7 = 28	AA 50	14
29	GSW 323+96	Bridge		1-8'	—	5×10.5 = 52.5	AA 50	26.25
38	GSW 339+00 R	BSP	W6-9 - 8.25' W6-9 6.0'	74.25 54	15.7 15.7	4×11 = 44	AA 33 1/3	14.67
40	GSW 344+00 R	BSP	W6-9 10'	90	15.7	6.5×9.5 = 61.75	AA 29.	18.1
49.	GSW 350+42	Bridge		1-6' - 1-8'	—	4×14.5 = 58	AA 50.	29.

Concrete	38.6 cuft ÷ 27 × $315/yd	450
steel	200 lb × 1.67 $/lb	335
Sign in place	150 sq. ft × 19.45 $/sq ft 17	2917.50
Luminaires	$48/ft × 11 ft	528
		4230
	use $	4250

Actual Bid Prices

Conc	38.6 cuft ÷ 27 × $234.63	=	335.43
Steel	BSPs 200 lbs × $1.56	=	312.00
	SPB 65.9 lbs × $2.17	=	143.10
Signs (AA) in place	150 sq. ft. × $17.09	=	2563.–
Luminaires	3 @ $337.70 ÷ 2	=	506.55
			$3860.08

9621

STATE OF OREGON

INTEROFFICE MEMO

TO: L. E. GEORGE
Traffic Engineer

DATE: December 28, 1982

FROM: RONALD W. FAILMEZGER, P.E.
Metro Region Traffic Operations Supervisor

SUBJECT: REQUEST FOR SIGNING
MALL 205
I-205

I am forwarding a letter from Bruce N. Bye, Assistant Manager and Marketing Director for Mall 205. When the rest of I-205 opens to traffic in between the Banfield and Division Street, the Mall 205 shopping center will be signed for northbound traffic at the Washington/Stark Street exit. It is planned that southbound traffic will be signed for a Washington/Stark Street exit, but this ramp will not be completed until 1985. For this reason, Mr. Bye is requesting signing for I-205 southbound at the Division Street exit.

Would you proceed with seeing if the additional signing for Division Street can be accommodated, and the estimated cost for signing on the freeway as well as at the ramp terminals, and on 92nd Avenue so that I may advise Mr. Bye of the cost so it may be included on the next section of freeway.

RWF/gw
Attachment
cc Ed Hardt
Jim McNamee
Bruce N. Bye

NOTED
L. E. GEORGE

NOTED
ELMER SCOFIELD

NOTED
DWAYNE HOFSTETTER

RECEIVED
DEC 29 1982
TRAFFIC ENGINEERING

FIRST UNION

MALL 205
9900 S E Washington Street
Portland, Oregon 97216
503/255-5805

OM MRE OE PPM CE
TCS RECEIVED ME
US DEC 15 1982 PDM
CSA Metro Region TAM
SO PA EM BUD LM

December 13, 1982

Mr. Ron Failmezger
Oregon Department of Transportaion
90002 S. E. McLoughlin
Milwaukie, Or 97222

Dear Mr. Failmezger:

I am writing in regards to our conversation the other day and the positioning of signage along the I205 corridor for Mall 205. As I understand, there is already one sign proposed to be placed prior to the Washington/Stark exit coming from the South. As I stated in our conversation, we are requesting signage placed prior to the Division Street exit coming from the North and a sign placed at Division Street and 96th Avenue. Since we are anticipating a heavy volume of traffic from Sandy Blvd., and N. E. 102nd, we are requesting a temporary sign at the intersection until the freeway opens in October of 1983.

Could you please contact me regarding this request and the estimated costs of the signage as soon as possible.

Sincerely,

Bruce N. Bye

Bruce N. Bye
Asst. Mgr/Mktg. Dir.

BNB:bw

cc: E. Herring

FIRST UNION
MANAGEMENT, INC.
55 Public Square
Suite 1910
Cleveland, Ohio 44113
(216) 781-4030

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-68(-)
Alternate Preliminary Plans
NW U'xing S. Banfield Br #13516D
LRT U'xing S. Banfield Br #13516J

Date: December 20, 1982

Reply to Attn. of: HBR-OR

NOTED
E. S. HUNTER

From: Division Administrator

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

Attn: Mr. Walt Hart, Bridge Engineer

Copy to
file
Banfield

The preliminary plans submitted October 15 by Mr. Hart for the steel alternate of the above bridges are approved. Please note on the developed elevation Dwg. No. 37375 the expansion joint is shown as bent 5. We assume this is in err and the actual joint will be at bent 4.

Please proceed with the design.

For Dale E. Wilken

RECEIVED
TECHNICAL SERVICES
DEC 27 '82
REFER TO Hart
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig 12-28-82

RECEIVED
STATE HWY ENGR
DEC 27 '82
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 15, 1982

In Reply Refer to File No.:
DES 23
13516D
13516J

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: ORIGINAL S
WALTER J.

Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: NW Undercrossing - 13516D
LRT Undercrossing - 13516J
South Banfield Interchange
East Portland Freeway I-82
Multnomah County

[illegible]

Enclosed are five reduced prints of Drawings 37375, 37395 and 37396 which are the preliminary plan and elevation for steel superstructure alternates for the "NW" and "LRT" structures. These are alternates to the post-tensioned concrete box girder structures previously submitted and approved by you.

In view of cost reductions for structural steel as indicated in recent bids, steel may be more competitive with concrete at this time. Also, construction conditions in the South Banfield Interchange may indicate some advantage for using prefabricated steel members over traffic. The concrete alternates will now have to be constructed on falsework over traffic.

Estimated costs based on approximate quantities and including an allowance for engineering and contingencies is $4,002,000 for the NW structure and $3,600,000 for the LRT structure.

We request your approval of this preliminary submittal for steel alternate designs.

JEB:jrb

cc: ✓E. S. Hunter
D. H. Moehring
J. H. Versteeg /w/ 1
E. L. Hardt /w/ 3
R. N. Sandmann /w/ 16

RECEIVED
TECHNICAL SERVICES
OCT 18 '82
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Form 734-3122

9621

PRO

HIGHWAY DIVISION

MEMO October 11, 1982

Robert N. Bothman
Assistant State Highway Engineer

South Banfield Interchange
I-205

Discussed combining the subject highway and LRT structures into a single contract with a contract schedule date in March 1983 with Dale Wilken. Previously, discussions had been pursued with his staff and our Bridge Section; and with his staff and our Program Management Section. Wilken agreed with the consolidation of the two projects with a March schedule letting. He expressed concern that by going to alternate steel and concrete bids requiring additional design effort, that we meet that contract schedule date. The Bridge Section had assured that we could meet the March date, and possibly a February date. Wilken indicated no problem with status quo on the obligation of the funds for the highway structure; that is, we will continue to keep those funds obligated. Expectation rests with the ability to schedule the contract work on the highway structure, the lightrail structure, the I-205 work and existing traffic on the Banfield, as well as the 82nd Avenue Ramp closure.

Met with Hal Versteeg and Walt Hart to review the schedule. Walt confirmed the above schedule for his effort. Hal will proceed with the necessary steps to consolidate the two contracts for a March contract schedule.

RNB:lb

cc E. S. Hunter
W. J. Hart
D. H. Moehring
J. H. Versteeg
E. L. Hardt

HIGHWAY DIVISION PLA

E. L. Hardt
Metro Region Engineer

August 27, 1982

Robert N. Bothman
Assistant State Highway Engineer

North Tigard-South Tigard Interchange
I-5

C of 4
#9615

I have talked several times during the past two weeks with Frank Warren, Warren Pacific Corporation, relative to possibilities of funding with the redistribution of funds on the North Tigard-South Tigard project or perhaps the south unit.

I appraised him on August 25 that we had received $2.3 million and were not in a position to fund any of the North Tigard-South Tigard project.

I also discussed the news releases relative to the supplemental appropriations legislation, as well as the 1983 legislation which was in the news last week, again pointing out that there was no funding in either of those two actions for the North Tigard-South Tigard project.

Upon his further questioning, I indicated that the next opportunity to reconsider our priorities would be with the review of the Six-Year Program sometime next fall. I indicated that we were starting that process this fall but it would take about a year to prepare a new Six-Year Program for the Commission.

Frank Warren was appraised of the underruns on our projects and had some knowledge from someone that we were advancing some of our projects with the underruns (which is the case).

For your general information, the $2.3 million we received in the redistribution, together with anticipated underruns in the remaining contracts which we programmed with FY 1982 funds, should complete all of the 1982 projects in our Six-Year Program. We have also advanced several of our 1983 projects such as the South Banfield project into 1982. We are now in the process of balancing our Six-Year Program update for 1982 and later years against our current anticipated revenues.

RNB:lb

cc D. H. Moehring

[illegible]

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I-205-7(86)311
2. STATE PROJECT NO. See below
2A. COUNTY NAME Multnomah
3. FROM
Dale E. Wilken, Division Administrator
FHWA- Oregon Division
4. PROGRAM NO.
5. ITEM NO. 80158
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/30/82
8. FEDERAL ROUTE NUMBER Interstate 205
9. STATE ROUTE NUMBER Primary 64
10. GENERAL LOCATION:

South Banfield Interchange Section

11. GENERAL DESCRIPTION OF WORK

Channelization, structures and traffic signals

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Railroad Protective Services	$49,000
Permanent Pavement Striping S.F.	9,000
Temporary Pavement Striping S.F.	3,300
Remove Pavement Striping S.F.	2,500
Temporary Erosion Control	5,000
Asphalt Cement Adjustment	31,000
On the job trainees	6,400
State Furnished Software	1,000
Signal Controller Testing & Turn on	3,425

RECEIVED
STATE HWY ENGR
AUG 19 '82
REFER TO Purchasing
FOR

Info	Inves	R/D	D.R	Sign	Act	File

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate. Mr. Swan's 7/29/82 request and certifiying statements are accepted. PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $16,448,320 Federal Funds $14,958,000. (TEC $13,536,100 Federal Funds $12,482,990 Appn Code 042 and TEC $2,912,220 Federal Funds $2,475,387 LRT UMTA Funds.) A signed copy of the Title Sheet is returned herewith.

The above authorization is with the understanding that preliminary engineering charges for this project are eligible for Federal particiaption to date of advertising for bids.

14. DATE 7/30/82
15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12 79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 24, 1982

Mr. Dale Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street
Salem, Oregon 97301

In Reply Refer to
File No.:

NOTED
E. S. HUNTER

Dear Mr. Wilken,

Re: S. Banfield Interchange-
S.E. Washington St. Section
East Portland Freeway
Multmomah County

It is proposed to salvage approximately 950 feet of concrete median barrier from the subject project. The barrier is presently in use in the ramp exits.

We will specify the barrier sections be stockpiled at the State storage yard at S.E. 82nd and Harmony Road at the direction of the engineer.

The project will be credited in the amount of $3.00 per foot which is arrived at as follows:

1. Salvage value of concrete medrian barrier equals $1.50 per foot.
2. Extra cost to contractor for hauling and stockpiling equals $1.50 per foot.

The salvage value is low due to difficulty in removing without damage.

We will initially credit the project for 950 lineal feet @ $3.00 = $2,850. The credit to the project will be adjusted when the actual amount is determined.

This proposal was discussed with and verbally approved by Mr. Glenn Hossner of the FHWA and your approval is requested.

Very truly yours,

D. R. Adams
Final Design Engineer

RECEIVED
TECHNICAL SERVICES
JUN 24 '82
REFER TO
FOR
Info | Invest | R/D | O/R | Sign | Act | File

DNS:rlr
cc: E. S. Hunter — E. L. Hardt
D. H. Moehring — Jack Sullivan
C. T. Keasey — D. N. Stoudenmeyer

Form 734-3122

1 o 21

Pla 8
Banfield

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
13516J

October 29, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
L. L. WALLACE

FROM: for Walter J. Hart
Bridge Engineer

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
OCT 30 '81
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

SUBJECT: Light Rail Transit Undercrossing BR 13516J
NE Glisan Street Overcrossing of "LRT" BR 16544
South Banfield Interchange Section
East Portland Freeway (Interstate 205)
Multnomah County

Enclosed are five reduced prints of Drawings 34911, 36255, 36238 and 35782 which are the preliminary plan and elevations and vicinity maps for the subject structures. Copies of the foundation reports will be forwarded when they become available.

These structures provide for the Light Rail Transit trackway in the South Banfield Interchange area. The 29'-0" width and the alignment and grades are as established by TriMet of Portland. The Glisan Street structure is a simple rigid frame to be built in stages to provide for Glisan Street traffic. The LRT structure is of the same single cell post-tensioned box girder design as the parallel "NW" structure of which final plans have been previously submitted to you. The loading is somewhat greater than HS25 and requires a little heavier structure than the "NW" line. It is necessary to construct the "LRT" and "NW" structures at the same time because of the detour requirements for the Banfield Freeway traffic.

Estimated costs for the structures, including an allowance for engineering and contingencies are $4,236,000 for the "LRT" structure (13516J) and $756,000 for the Glisan Street structure (16544).

We request your approval of these preliminary plans.

JEB:jrb
Enclosures
cc: ✓E. S. Hunter
D. H. Moehring
J. H. Versteeg /w/ 1 set
R. N. Bothman /w/ 2 sets
E. L. Hardt /w/ 1 set
R. Sandmann /w/ 6 sets and 6 copies of "Design Criteria"

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-205-7(-)
NW Overcrossing (Bridge No. 13516D)
S. Banfield Intchg., E. Portland Fwy.

Date: October 23, 1981

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
ATTN: Mr. W. J. Hart, Bridge Engineer

The plans submitted by Mr. Backstrand's August 20, 1981, memorandum for the "NW" Overcrossing of the South Banfield Interchange are acceptable and a signed plan/set is attached.

Please note we recommend non-metallic chairs and ties for support of the top epoxy coated bars. Also, epoxy coating specifications should allow only 0.25 percent bare area for acceptable epoxy coated reinforcement.

for Dale E. Wilken

Attachment

orig
w/atd
10-26-81

RECEIVED
STATE HWY ENGR
OCT 26 '81
REFER TO Hart
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

E OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(-)
GN-GW O'Xing of NW. Line
South Banfield Interchg. Section
Multnomah County, Bridge 13516G

Date: August 4, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT
Attn: Mr. W. J. Hart, Bridge Engineer

Mr. Hart's June 11 and July 29, 1980, memorandums request the single cell post-tensioned box girder for the above structure rather than the "bulb-tee" type. With the little additional estimated cost, we agree that the post-tensioned box section is more desirable. We will approve the post-tensioned box girder type. Please proceed with the design.

G. L. Green

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STATE HWY ENGR
AUG 5 '80
REFER TO
FOS

Info	Inves	R/D	D/R	Sign	Act	File
					X	

Sug to

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
13516G

In Reply Refer to
File No.:

NOTED
E. S. HUNTER

July 29, 1980

TO: Mr. Glen Green
Division Administrator
Federal Highway Administration

Attention Mr. Herb Schell

FROM: Walter J. Hart
Bridge Engineer

SUBJECT: "GN-GW: Oxing of "NW" 13516G
S. Banfield Interchange Section
E. Portland Freeway
Multnomah County

In re-estimating the cost difference for the post-tensioned box girder and the "Bulb-Tee" alternate "GN-GW" structure using more accurate quantities and more up-to-date prices, the savings indicated for the "Bulb-Tee" alternate are approximately $27,000. This small savings does not justify the change to a "Bulb-Tee" structure.

Please approve the post-tensioned box girder as previously submitted.

JEB:smd

~~cc E. S.~~ Hunter
D. H. Moehring

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DES 23
13516G

In Reply Refer to
File No.:

TO Mr. Glen L. Green
Division Administrator
Federal Highway Administration

June 11, 1980

FROM Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
WALTER J. HART

SUBJECT GN-GW Oxing of NW
S. Banfield Interchange Section
East Portland Freeway
Multnomah County
Bridge 13516G

NOTED
E. S. HUNTER

In your letter of June 9, 1980, you indicated approval of the preliminary plan for the "GN-GW' O'xing Structure modified to use bulb-tee beams. This is not desirable architecturally in this interchange. All other structures in this contract are single cell post-tensioned box girders with identical deck overhang details and all other details are identical or similar.

We do not want to compromise this architectural and structural concept by introducing one bulb-tee type of structure in the South Banfield Interchange. We have accomplished substantial savings in other areas for this contract and hope that the small additional cost for the structure as proposed will be acceptable to you.

Please approve the structure as submitted.

cc E. S. Hunter
D. H. Moehring

RECEIVED
TECHNICAL SERVICES
JUN 12 '80
REFER TO
FOR
Info Inves R/D D/R

Form 734-3122

7621

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(-)
South Banfield Interchange
Preliminary Plans

Date: June 9, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

We have reviewed Mr. Hart's comments of May 20, 1980, on the subject submittal. We approve your preliminary plans subject to the modification outline in Mr. Hart's letter and the modification of the GN-GW Overcrossing of the NW line (13516G) to a Bulb Tee.

G. L. Green

cc:
OSHD (W J Hart)

RECEIVED
STATE HWY ENGR
JUN 10 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
Bridges
13516C
13516D
13516F
13516G
13516H
13516I

May 20, 1980

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
530 Center St NE
Salem OR 97301

RECEIVED
TECHNICAL SERVICES
MAY 21 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
E. S. HUNTER

SW Oxing UPRR, Br. 13516C
NW Oxing, Br. 13516D
SG Oxing ES & EG, Br. 13516F
GN-GW Oxing of NW, Br. 13516G
SW Retaining Wall, Br. 13516H
NW Retaining Wall, Br. 13516I
S. Banfield Intch. Section
East Portland Freeway
Multnomah County

In response to your letter of March 7, 1980, the SW Line Wall and the NW Line Wall have alternates of reinforced earth, steel bin, and concrete crib designs. These are acceptable architecturally in the location along the railroad right of way. The abutment walls for the SG and GN-GW structures are designed as part of the concrete abutments and are architecturally detailed to match the abutment walls already constructed or under contract in the Banfield Interchange area.

The NW structure has been shortened on the east end by one span by using longer abutment walls. Any further reduction would encroach on the 30-foot setback from the edge of the traveled lanes of the East Portland Freeway and require an abutment higher than architecturally appropriate. The west end abutment has been moved ahead about 280 feet. Any further movement towards the SW ramp severely effects the sight distance for the SW ramp traffic. The abutment height increases as it is moved ahead and any further superstructure savings is offset by the higher abutment costs and additional grading, paving, embankment, et cetera, costs. The overall superstructure length has been reduced by 370 feet. Attached is a drawing, 35184, which is the new preliminary plan and elevation for the NW structure

The estimated cost for the revised NW concrete box girder is $2,704,000 based on approximate quantities and including an allowance for engineering and contingencies. Additional costs for grading, paving, embankment, et cetera, are not included.

SW Oxing of UPRR (13516C)

Displacement piling are included in the contract plans as an alternate. A pile load test site was selected that appeared to have the poorest soil from a pile resistance standpoint. Due to the variability of soil density throughout the site, this poor soil condition can exist anywhere.

NW Structure (13516D)

The preceding comments about piling on the SW structure also apply to the NW structure.

A plan has been developed to detour traffic around the construction so that no falsework supporting poured concrete is required over traffic. This eliminates the need for steel spans over the Banfield Freeway. Steel spans for this area would cost approximately $180,000 more than equivalent concrete spans.

SW Oxing of ES and EG Lines (13516F)

Even with some end skew on the abutments, the span length at about 140 feet is still out of reach of Bulb Tees for the HS25-44 loading. The apparent savings appear to be approximately $40,000 which does not account for additional abutment costs nor for costs of special deeper Bulb Tees that would be required. The architectural development of this South Banfield Interchange is based on all structures having similar appearance. The four structures in this proposed contract were designed to the same cross sectional details to provide some economy of construction on this rather unique single cell configuration. This structure is founded on spread footings; no piling are considered at this location.

GN-GW Oxing of NW Line (13516G)

The cross beam details for drop-in Bulb Tee construction require extra depth at a point over the roadway where there is limited clearance. A change in grade may be possible to accommodate the required extra clearance. See comments for the SG structure preceding regarding architectural considerations. The apparent savings for Bulb Tee construction would be approximately $80,000.

LRT Oxing (13516J)

This structure will be submitted separately when preliminary studies are complete. Your comments will be considered in these studies.

ORIGINAL SIGNED
L. L. WALLACE

for Walter J. Hart
Bridge Engineer

Attachments

cc E. S. Hunter
D. H. Moehring

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7()
S. Banfield Interchange

Date: March 7, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer

We note that much wall work is necessary as shown on Mr. Hart's original preliminary plans submitted September 25, 1979. Reinforced earth alternate might be a viable alternate at these locations:

SW Line Bin Wall (13516H)
NW Line Bin Wall (13516I)
SGO'xing of S&G line approach walls (4 ret. walls)
GN-GW 04.21 NW Appraoch walls (Wall A-D)

On the NW line structure it may be possible to eliminate 400 + of this structure using enclosed wall construction at the E end. This type of construction could result in a savings of $150,000 - $200,000. Such construction must be compatible with the "LRT" construction and the railroad. Please examine these alternates and determine if they are worthwhile.

SW O'xing of UPRR (13516C)

The box girder proposed for this structure is compatible. Consideration should be given, however, to using displacement piles. A reduction in penetration could be expected. In would be desirable to include a test pile to confirm the required penetration.

NW Structure (13516C)

The foundation information does indicate the need for test pile at Bent 3. A slight foundation material change appears to occur from test holes TB 5N to TH#24B. (Sta. 293+94 and 295+00). Test holes #24B and 23B appear to be somewhat similar. Perhaps it would be desirable to have a test pile at Bent 4. Another test load would verify if there is a material change. We also think there is an economic advantage in using displacement piles. The test load, in addition to verifying the load, could verify penetration and this would assist in an accurate order list.

RECEIVED
TECHNICAL SERVICES
MAR 11 '80
REFER TO Hart
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Please reply direct

R

RECEIVED
STATE HWY ENGR
MAR 10 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act X | File

In view of the extensive traffic on the Banfield (2500 DHV in one direction) we think an alternate of steel plate girders should be considered for spans 4, 5 & 6. This would eliminate much conflict with the traveling public and could be cost effective. Traffic control, to date for the U'xing structure, is about $100,000. Please consider these comments.

SG-O'xing of ES and EG Lines (13516F)

The cost of this structure is very high. Have you considered an anchored and/or "drop-in" Bulb T? We note that if the abutments are placed on a skew the span for 30' clearance might be reduced with little effect on safety. A Bulb "T" alternate might save up to $80,000. We wonder why any piles are considered at this location. Foundation data indicate 7 tons/~~20'~~ sq ft. and this is adequate for spread footings.

GN-GW O'xing of NW Line (13561G)

If clearance is not too much of a problem a "drop in" Bulb T might also be a consideration for this structure (Potential savings $100,000). Please note there are no expected utilities on this or the previous structure and utilities are the main reason for requesting a box girder. Also, no pedestrians are expected around these bridges and the desirable lines of a box girder will probably not be appreciated except by those of us involved in the design.

LRT O'xing

The environmental statement has not been completed for the Light Rail Transit system and, therefore, any approvals on this work would be premature. However, most comments on the NW line structure are applicable to this bridge. We feel serious consideration should be given to a steel plate girder across the Banfield Freemway (Spans 5, 6 & 7). The inconvenience and safety of the traveling public could be affected by the excessive amount of falsework necessary and detour switching.

Please give us your comments to the above questions before we forward the NW line to our Region.

G K Hassner
for G. L. Green

1421

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-205-7(1)
South Banfield Interchange
Prelminary Plans

Date: April 17, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
ATTN: Mr. Walt Hart, Bridge Engineer, Ofc of Tech Svcs

Attached are comments from our Region Bridge and Geotechnical Engineers on their review of the above submission.

Please consider their comments in your review of the project.

For G. L. Green

Attachment
Memo, 4-11-80, Dir, Ofc of Bridges to
OR Div (w/attachment: memo, 4-4-80, Reg Geotech Engr
to Dir, Ofc of Bridges)

RECEIVED
STATE HWY ENGR
APR 18 '80
REFER TO
FOR
Info Inves R/D D/R Sgn Act File

R

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
2[illegible] SW Morrison Street
Portland, Oregon 97204

DATE: April 11, 1980

In reply refer to: HBR-010

SUBJECT: Oregon Project I-205-7(1)
So. Banfield Interchange
Preliminary Plans

FROM : Director, Office of Bridges
Region 10

TO : Mr. G. L. Green
Division Administrator
Salem, Oregon

This office has reviewed the preliminary plans for the subject project. Ron Chassie's April 4, 1980 memo is attached and relates to the foundation data submitted with Mr. Green's March 14, 1980 memo to this office.

In general, we concur with your March 7 comments to the State. We do believe it would be better to use steel box girder spans over the Banfield. To use an alternate to the steel bin type retaining wall should be considered. This will provide the needed competition between suppliers. We noted on drawings 34050 and 34915 where metal guardrail is proposed in the median by the center columns. Would it be better to use the New Jersey barrier configuration?

At this stage of development, the structural features of the project are approved.

Gary M. Kasza
Gary M. Kasza

Attachment

RECEIVED
APR [illegible]5 1980
OREGON DIVISION

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison St.
Portland, Oregon 97204

DATE: April 4, 1980

In reply refer to: HED-010.6

SUBJECT: Oregon Project I-205-7( )
South Banfield Interchange

FROM : Regional Geotechnical Engineer
Office of Environment and Design - Region 10

TO : Mr. Gary Kasza, Director Gmk
Office of Bridges
Region 10

At Hank Steinbrugge's request, I have reviewed the foundation data and foundation recommendations for both the NW Line O-Xing and LRT Line O-Xing for the subject project. I have also reviewed Green's memorandum to the State dated March 7, 1980.

I offer the following comments which can be considered supplementary to the comments provided the State by Herb Schell in the above referenced memorandum.

Foundation Support

A combination of pile support and spread footing support are proposed for the above two structures. I concur with the recommendations. I agree with Herb Schell that a displacement pile is the more suitable and economical pile type for the granular foundation material. I recommend that the State bid the proposed steel pipe pile and prestressed concrete pile as alternates. H-pile may also be bid if the State desires, however, I doubt it will be more economical than either the pipe or concrete pile.

Pile Load Test

The State recommends that 2 piles be load tested at Bent 3 of the NW line O-Xing, using the Quick Load Test. I concur with and support this recommendation.

Herb Schell mentions that it might also be desirable to have a pile load test conducted at Bent 4, where the borings indicate a slight change in the foundation material compared to Bent 3. In my opinion, the material change is not significant enough to warrant the cost of an additional load test. The average blow count (SPT value) for the boring closest to Bent 3 (TB-577) is 19 between the ground surface and estimated tip elevation (EL. 170). The average blow count for the same zone in the boring closest to Bent 4 (TB-24) is 20. Therefore, it is unlikely a load test would show significant difference in pile length for the desired 70 ton design load at the two bent locations, certainly not enough to offset the cost of an additional load test.

Reinforced Earth Alternate

Herb Schell recommended that the State examine the use of a Reinforced Earth Wall alternate for the following retaining structures:

SW Line Bin Wall (13516H)
NW Line Bin Wall (13516I)
SG O-Xing of ES & EG line approach walls (4 concrete ret. walls)
GS-GW NW approach walls (Concrete Ret. walls A-D)

Herb discussed this recommendation by phone with me before he sent his comments to the State and I concurred. Cost experience with Reinforced Earth over the past several years has shown that Reinforced Earth can be an economical alternative to standard cantilever retaining walls and bin walls for wall heights exceeding 10 feet (see attachment for example).

Upon review of the preliminary plans, I offer the following additional comments. I recommend that Reinforced Earth be bid as an alternate for the subject walls. This will promote competition and reduce bid price. In addition, I note that the abutments for the SG O-Xing and GN-GW O-Xing will be on spread footings. If an alternate Reinforced Earth wall design is allowed for the approach walls, I recommend that the design include placing the abutment footing on top of the R.E. fill, i.e., build a Reinforced Earth Bridge abutment. This should be more economical than the proposed abutment support.

Please advise if there are any questions or if I can be of further assistance.

Robert B. Hathaway
for Ronald G. Chassie

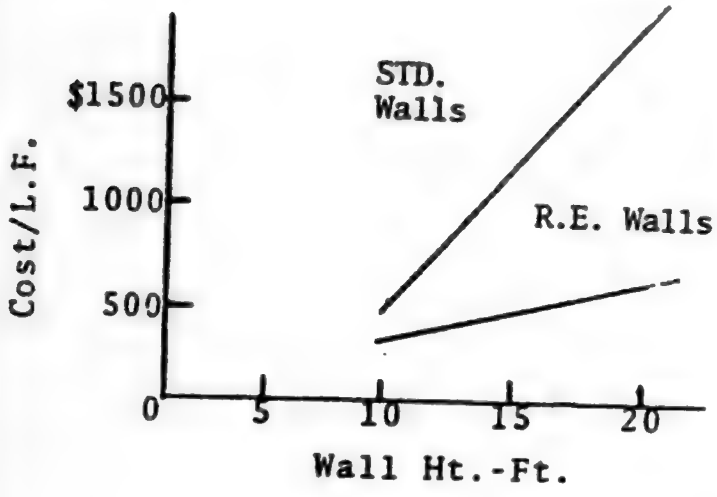
Attachment

Reinforced Earth

The concept of Reinforced Earth (R.E.) developed in France in the 1960s. After observing a steadily increasing number of R.E. projects successfully completed in Europe, the Federal Highway Administration (FHWA) initiated a demonstration project in 1970 to introduce R.E. methodology into United States construction practice. Several R.E. test projects were constructed and closely monitored during the next few years. In 1974, FHWA removed R.E. from experimental status and published a manual to encourage implementation of this method. Since that time, about 200 projects have been constructed in 26 States.

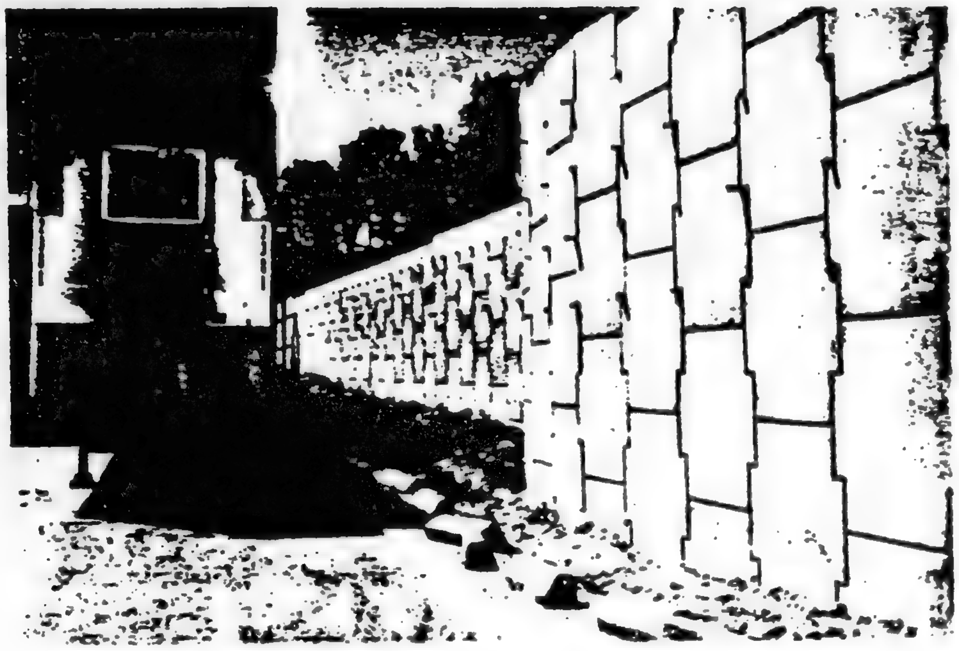
In R.E. construction, the "reinforcing" consists of a network of thin metal strips placed horizontally within the soil mass. The basic mechanics of this system involve utilization of the structural capacity of the metal strips to absorb soil tensile forces in friction. Normally, the retained soil mass would exert pressures against the restraining bulkhead in proportion to its height. For increasing wall heights, standard wall designs require increasingly thick walls to resist these pressures. R.E. structure designs change little with increasing height, hence generating their greatest cost saving for higher walls.

In 1978, the Commonwealth of Virginia included R.E. designs in four I-66 contracts in an urban area of Arlington County as an alternate bid item to standard reinforced concrete walls. The results of the bidding on three of those projects indicated savings of $3.6 million for R.E. construction over standard walls (see below). In addition, Virginia is presently studying value engineering proposals for additional savings of $1.7 million. Other States would do well to follow Virginia's example of alternate bid items and value engineering proposals to combat rising construction costs by utilizing new methods.

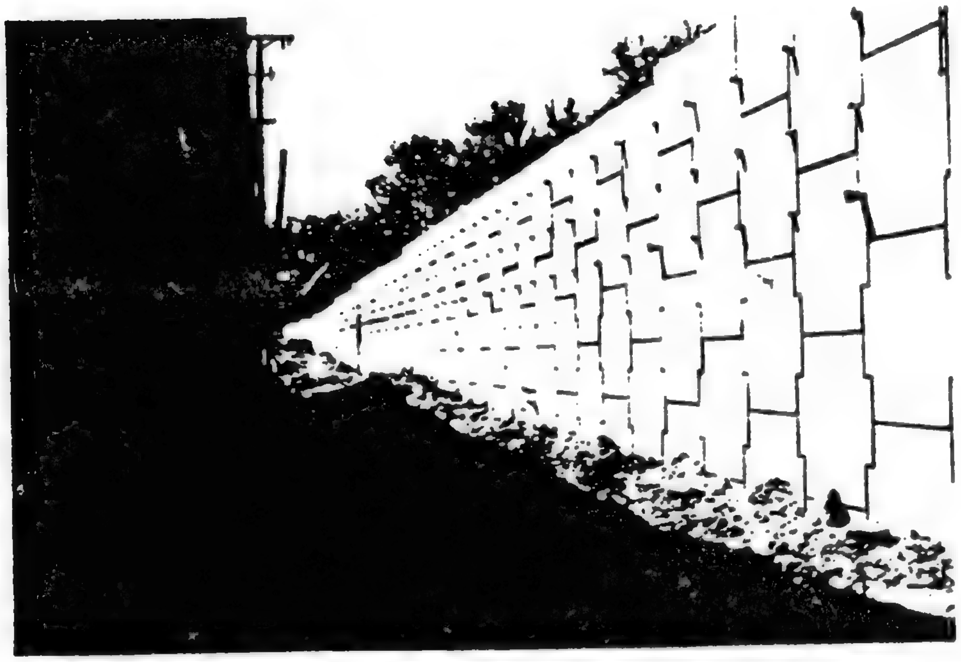


Project	Number of Walls	Surface Area (ft.^{2})	Savings in Millions$
1	4	69,010	1.41
2	2	10,366	0.45
3	3	30,016	1.75

WALL COSTS CALCULATED FROM ALTERNATE BIDS



Va. I-66 R.E. wall under construction adjacent to supermarket parking lot.



Va. I-66 R.E. wall under construction behind supermarket.

April 14, 1980

ACC 3-5

The Honorable Robert B. Duncan
Member of Congress
2447 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Duncan:

In our April 10 conversation, I promised to send you some specific information as to the impact of the obligation ceiling imposed by the Federal Highway Administration on our highway program.

We have been given a limit of $25.102 million against which to obligate work between now and October 1, 1980. As a result, we have had to review our proposed contracting and remove approximately $25 million of work from our schedule.

In some respect, we are fortunate in that we have approximately $15 million worth of work previously obligated that is no longer appropriate to proceed with during this time period, so we can "de-obligate" the $15 million worth and apply it to projects that are on our schedule. Had this not been the case, we would have had to defer an additional $15 million worth of projects.

The following is a listing of the larger more significant projects deferred:

N. Jefferson Interchange - N. Albany Interchange Interstate 5 - Safety, N. Bnd.	$ 4,000,000
Cannon Beach Jct. - Necanicum Sunset, Clatsop Co., Overlay-Widen-Sign	$ 3,043,000
Hackett Drive - Crescent The Dalles-California, Klamath Co., Overlay	$ 2,006,000
S. Banfield Interchange E. Portland Fwy. - I-205, Multnomah Co., SW & NW Streets	$ 4,090,000

S. Canfield Interchange (Phase 2) E. Portland Fwy. - I-205, Multnomah Co., G-P-Sign	$ 7,100,000
Mohler O'Flow, Necanicum, Tillamook County	$ 750,000
Dean Creek Bridge, Umpqua, Douglas Co.	$ [illegible]
Geary Canal Bridge, Lake of the Woods, Klamath County	$ 550,000
Powers Wayside Section, Powers, Coos County	$ 1,000,000
Total	$10,135,000

The above all represent needed and important improvements to the system and jobs for which we have sufficient Federal funds apportioned. The largest consequence of this impoundment is a delay in opening I-205 from a scheduled December 1982 to about August 1983.

Sincerely,

F. B. Klaboe
Director

cc: The Honorable Victor Atiyeh
Oregon Transportation Commission

bc Ron Linton

bc: H. S. Coulter

LWR:pf jv

April 11, 1980

ACC 9-5

Mr. Noel Klein, Sr. Staff Associate
League of Oregon Cities
P.O. Box 928
Salem, Oregon 97301

Mr. William Penhollow, Exec. Assistant
Association of Oregon Counties
P.O. Box 2051
Salem, Oregon 97308

SUBJECT: Impact of Federal Spending Cuts in the Highway Program

Gentlemen:

You have all heard or read about various actions undertaken by the Federal Government apparently intended to balance the Federal Budget and/or reduce the outflow of dollars to fight inflation.

So far we have determined the impact on the Oregon highway program will be a reduction in projects proposed to contract between now and October 1 of approximately $25 million.

The following are the larger, more significant projects, we have deferred:

N. Jefferson Interchange - N. Albany Interchange Interstate 5 - Safety, N. Bnd.	$4,000,000
Cannon Beach Jct. - Necanicum Sunset, Clatsop County, Overlay-Widen-Sign	$3,043,000
Hackett Drive - Crescent The Dalles-California, Klamath Co., Overlay	$2,006,000
S. Banfield Interchange E. Portland Freeway, Multnomah Co., SW & NW Sts.	$4,090,000
S. Banfield Interchange (Phase 2) E. Portland Freeway, Multnomah Co., G-P-Sign	$7,100,000
Mohler O'Flow, Necanicum, Tillamook County	$ 750,000
Dean Creek Bridge, Umpqua, Douglas County	$ 580,000
Geary Canal Bridge, Lake of the Woods, Klamath County	$ 550,000
Powers Wayside Section, Powers, Coos County	$1,066,000

Barring any further Federal restrictions or fund shortage, we anticipate that we will be able to contract as previously scheduled our remaining work and the local projects such as Federal Aid Urban Projects and the County Federal Aid Secondary Projects.

We have been advised to expect Federal restrictions on the amount of work that we can contract during the next Federal Fiscal Year (October 1, 1980 - September 30, 1981). However, we do not know at this time the extent of these restrictions or their impact on our planned program.

We will keep you advised of any significant further changes as they occur.

Sincerely,

L. W. Rulien
Executive Assistant to
  State Highway Engineer

LWR:pf

cc: AGC, Portland
American Public Works Association
All Cities
All Counties
Branch and Section Heads
Region Engineers

1621 1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

NOTED
E. S. HUNTER

RECEIVED
TECHNICAL SERVICES
SEP 26 '79
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

September 25, 1979

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
Equitable Center Suite 100
530 Center St. N.E.
Salem OR 97301

S.W. Oxing UPRR, Br. 13516C✓
N.W. Oxing, Br. 13516D
S.G. Oxing ES & EG, Br. 13516F✓
GN-GW Oxing of NW, Br. 13516G✓
SW Retaining Wall, Br. 13516H
NW Retaining Wall, Br. 13516I
S. Banfield Intch.
East Portland Fwy.
Multnomah County

Attached are reduced prints of drawings 34111, 34600, 34893-94-95, 34909, 34020-21-22, 34043, and 34048-49-50, which are the preliminary plan and elevation and vicinity maps for the subject structures. Foundation reports for these structures are also attached.

This section completes the roadway connections in the South Banfield Interchange. Two previously contracted structures, Halsey Street and I-205 Mainline, are also in this interchange.

As the roadway widths for these crossings are narrow, a single cell, concrete box girder configuration was developed for the four structures. Vertical exterior sides are used to match the two existing structures. Column configuration is also designed to correspond with these structures architecturally.

The structures proposed are as follows:

SW Oxing UPRR Three-span, post-tensioned concrete box girder, single cell. Alternate three-cell configuration was studied.	$ 970,000

Form 734-3122

NW Oxing of Banfield Ten-span, post-tensioned concrete box girder, single cell. Alternate steel box girder was evaluated.	$2,950,000
SG Oxing of ES and EG Single-span, post-tensioned concrete box girder, single cell. A three-cell, single-span configuration was evaluated as well as a three-span, single-cell layout.	404,000
GN-GW Oxing of NW Line Three-span, post-tensioned concrete box girder, single cell. A single span, single-cell configuration was studied.	712,000
SW ($120,000) and NW ($140,000) Retaining Walls Weathering steel standard bin walls. Standard concrete retaining walls were evaluated. Cost and intrusion into railroad right of way and footing depth requirements precluded this alternate.	260,000
TOTAL	$5,296,000

The estimated costs shown are based on approximate quantities and include an allowance for engineering and contingencies.

Foundation data indicates the use of spread footings for most of the substructure support with some pile-supported footings in the area of the area of the UPRR right of way.

This is being sent to you as a preliminary submittal for your approval. Included for your information only are drawings 34911-12-13-14 which are the preliminary plan and elevation and vicinity maps for the NW transitway structure.

ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer
Enclosure

cc E. S. Hunter
D. H. Moehring

9621 N

ROAD DESIGN 378-6558

J. B. Boyd
Manager, Right of Way

Sept. 13, 1979

J. H. Versteeg
Road Design Engineer

File 50666
N.E. Halsey Street at Gateway Access Sec.
East Portland Freeway Highway
Multnomah County

Attached is a description, an authorization, and prints for the subject project, as requested by L.E. George.

ORIGINAL SIGNED BY
By: W. H. WAKERLIG
W. H. Wakerlig
R/W Descriptions Engineer

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic
DEPT.

378-6537
TELEPHONE

TO: W. H. Wakerlig
Right-of-Way Descriptions Engineer

DATE: September 7, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Signal Installation
NE Halsey Street at Gateway Access
S. Banfield Interchange (Phase 2) Section
Multnomah County

Attached is a sketch showing the easement required for detector placement and maintenance at the subject intersection. Please initiate necessary agreements with Fred Meyer Inc. to obtain such an easement.

This is an FAI Comb. project and is currently scheduled for letting January 24, 1980.

L. E. George
Traffic Engineer

KRR:jrb

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 10 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ___/___
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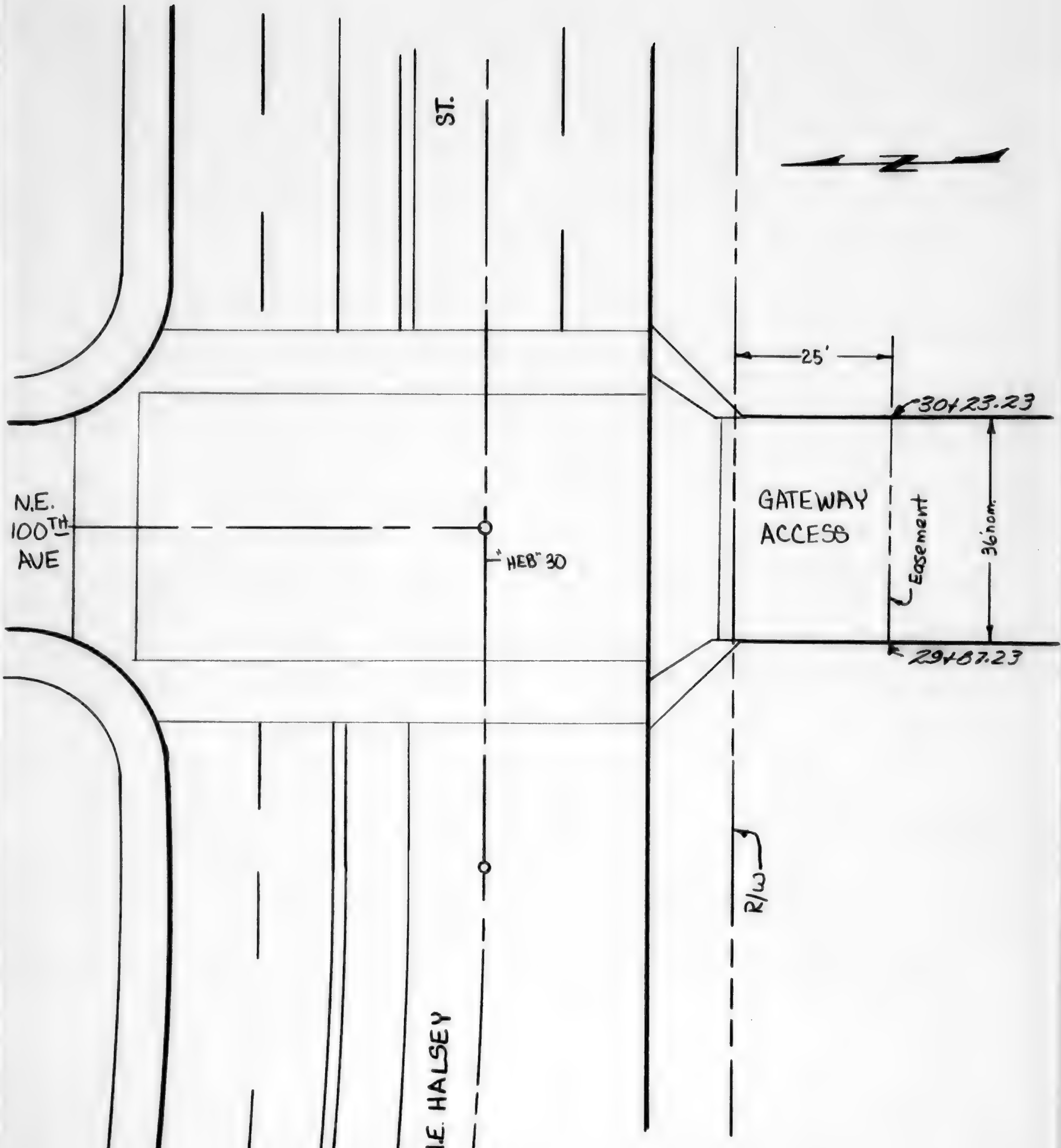
NOTED - W. H. WAKERLIG

NOTED
ROBERT R. ROUNDS
SEP 11 1979



ST.
N
25'
30+23.23
N.E.
100TH
AVE
GATEWAY
ACCESS
Easement
36'nom.
"HEB" 30
29+87.23
R/W
N.E. HALSEY

STATE OF OREG INTERO CE MEMO

9621

TO: Memo to File

DATE: June 8, 1978

Glen L Clark

FROM: Glen L. Clark
Investigations Engineer

SUBJECT: Signing to Mall 205
Interstate 205

This is to document that, as instructed, I contacted Mr. Don Adams, Project Development Manager of the Metropolitan Branch, and advised him that all original installations of signs directing motorists to Mall 205 would be at the Mall's expense. The maintenance would be by the State.

He advised that Mr. Bothman, Metropolitan Branch Administrator, had done all the negotiations with the Mall 205 people and that he would advise him of the new policy.

GLC/ds

cc R. N. Bothman

NOTED
[illegible]

NOTED
E. GEORGE

NOTED
VERNON L. TABERY

NOTED
DWAYNE HOFSTETTER

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

INTEROFFICE MEMO
Metropolitan Branch

9621

TO: DONALD R. ADAMS
Project Development Manager

DATE: February 21, 1978

FROM: ROBERT N. BOTHMAN
Administrator
Bothman

SUBJECT: I-205 signing for Mall 205

I was previously involved with this effort. I would like to be in the initial discussions on whether or not signing is to be placed on I-205, and at what locations for Mall 205.

The Mall 205 signing was an integral part of the design of the interchanges and access from the freeway.

The assumption has been made that we are signing for Mall 205 on I-205 similar to the signing provided for Gateway, Washington Square, Lloyd Center, Jantzen Beach Center, etc.

ebg

cc: J. H. Versteeg
L. E. George

[illegible]
[illegible]
[illegible]

1983 S. Umpqua River (Booth 9622
Ranch & Fords) Bridges Sec, Pacific
Hwy, Myrtle Creek. (deck overlay)

rll

U.S. Department of Transportation
Federal Highway Administration

cc: OSHD (Coulter)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Douglas	DIVISION Oregon
DATE OF REPORT 3/18/85	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. IR-5-2(98)102
COMPLETION DATE (Actual) 12/3/83	ACCEPTANCE DATE BY CONRTACT AGENCY 5/14/84	TIME ELAPSED 108 %	CONTRACT TIME SCD of 11/15/83

LOCATION

I-5, 2.4 miles North of Canyonville NCL, North 11.2 miles

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 22 '85
REFER TO
Cy Fredrickson
3/2
FOR

Info	Invest	R/D	D/R	Sign	Act	File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S UMPQUA RIVER (BOOTH RANCH & FORDS) BRIDGE SECTION
PACIFIC HIGHWAY
Deck Overlay

This project provided for the construction of approximately 9380 square yards of 1½ inch thick latex-modified concrete deck overlay, modification of expansion joints, construction of reinforced concrete bridge approach slabs, and other incidental work.

A contract in the bid amount of $771,251 was awarded Hamilton Construction Co., Springfield, Oregon on 4/21/83. Contract work began on 6/6/83 and was completed in reasonably close conformance with the approved plans and specifications on 11/26/83 at a final cost of $811,203.91 which includes $720,544.74 for original bid items, $2,986.25 for work completed under approved price agreements, $9,287.01 for force account work, $2,553.90 for State force work, $1,800 credit for liquidated damages and $77,622.01 for construction engineering.

Contract specifications required all paving work be completed not later than 10/15/83. This work was not completed until 10/24/83. A one day time extension was approved for this phase on 7/30/84 leaving 8 calendar days for which liquidated damages were assessed. The contract also specified that all work be completed not later than 11/15/83. An 11 day time extension was approved on 2/21/84 covering this phase.

All overruns and underruns have been satisfactorily explained by the State. A copy of the explanation is attached to the Division Office copy of this report.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE G. K. Hossner Original signed by C. T. CHRISTIANSON	
TITLE Area Engineer	DATE 3/22/85	TITLE Field Operations Engineer	DATE 3/22/85

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

January 14, 1985

Hamilton Construction Co.
PO Box 659
Springfield, OR 97477

CON 5
#9622

Attention: John R. Axtell

Gentlemen or Ladies:

Thank you for your letter of December 27, 1984, enclosing a copy of a signed agreement between you and Olson Electric Company canceling the claim filed by Olson Electric Co. The agreement states that the claim settlement is $2,978.00.

This was in connection with your Contract No. 9622 for deck overlay on S. Umpqua River (Booth Ranch and Fords) Bridges of the Pacific Highway in Douglas County.

This information will be noted in our records and we will advise the surety and the agent.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Hansen & Rowland Inc. of Oregon
5319 SW Westgate Dr., Ste. 139
Portland, OR 97221

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

FKN:kjm

1-14-85 kjm

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P. O. BOX 659
SPRINGFIELD, OREGON 97477
(503) 746-2426

December 27, 1984

Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Attention: Vernon E. Skoog
Controller

Re: Release of Bond on Contract 9622 - Booth Ranch and Fords Bridge.

Dear Mr. Skoog:

Enclosed is a copy of a signed agreement between Hamilton Construcion Co. and Olson Electric Company settling all claims between the two companies.

As you can see, one of the provisions of this signed agreement was that Olsen Electric Company, Inc. cancel any claim against Hamilton's bond with Oregon State Highway Department of Transportation.

We would appreciate receiving confirmation that all Olsen's claims against our bond have been canceled. If you have any questions concerning this matter, please contact Mr. William T. Peckham at (503) 746-2426.

Respectfully yours,
HAMILTON CONSTRUCTION CO.

John R. Axtell
John R. Axtell

NOTED
V.E. SKOOG

[illegible]

RECEIVED
DEC 28 1984
HIGHWAY ACCOUNTING

RECEIVED
JAN 3 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JRA:encl.
c/c Job 855 P-7

MEMBER: ASSOCIATED GENERAL CONTRACTORS

File:

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477
(503) 746-2426

December 20, 1984

RECEIVED
DEC -4 1984

Olson Electric Company, Inc.
1114 W. Fourth Plain
Vancouver, Wa. 98660

RE: Booth Ranch & Fords Bridge
OSHD Contract No. 9622
Olson Job #1158

Gentlemen:

This will confirm an agreement reached between Rosaly Divens, Accountant, confirmed by Cal Olson, Olson Electric Co., and Bill Peckham, Hamilton Construction Co., for settlement of all outstanding issues between Olson and Hamilton Construction Co. on the above job. The settlement amount is $2,978.00. Our check No. 34778 dated 12/20/84 is enclosed.

This agreement requires that:

Olson cancel any claim against Hamilton's bond with the Oregon State Highway Department of Transportation

Olson to sign this letter and return the original to Hamilton.

Olson to call the undersigned when the above conditions have been fulfilled.

Hamilton will then release the check for payment.

The undersigned agree to this settlement as complete and final.

William Peck

HAMILTON CONSTRUCTION CO.

DATE 12/20/84

OLSON ELECTRIC CO.

DATE 12/21/84

RECEIVED
JAN 3 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9622

t

August 14, 1984

Hansen & Rowland Inc. of Oregon
1311 NW 21st Avenue
Portland, OR 97209

CON 5
#9622

Gentlemen or Ladies:

A post-final payment for $225.00 will be made to Hamilton Construction Co. (Oregon) on Contract No. 9622 for deck overlay on the S. Umpqua River (Booth Ranch and Fords) Bridges on the Pacific Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $731,028.00 including the post-final payment. Of the total $9,297.01 is for force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Hamilgon Construction Co. (Oregon)
PO Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
James J. Gix

July 30, 1984

Hamilton Construction Co.
P.O. Box 659
Springfield, Oregon 97477

CON

Time Extension Request and Appeal
S. Umpqua River (Booth & Fords) Bridge
Contract No. 9622
FAP No. IR-5-2(98)102

During our May 16 time extension appeal meeting with you I agreed to consider any additional data that you submitted concerning contract time adjustment on this project. Additional data has been received from you and has been carefully reviewed. You have requested a contract time adjustment of an additional nine calendar days in which to complete phase (a) of the project due to a power company delay in providing the temporary illumination connection, a delay due to two days of rain, and the performance of extra work.

Our review indicates that your subcontractor sent the request for electrical inspection to the wrong place. The power company could not make the connection until the required inspection was done. You contacted the power company to determine the cause of delay and then you arranged for the required inspection. The power connection was made promptly after the inspection was made. This delay was within the control of the contractor and/or his subcontractor and is not a valid reason for time extension.

You presented no data to demonstrate that the two days of rainfall that delayed the work were not "reasonably predictable". It is my opinion that two days of rainfall in this area are "reasonably predictable" and therefore this protion of your request is denied.

Project records indicate that the extra work performed required approximately one day. Accordingly a one day time extension is granted for completion of phase (a) of this project.

There remains eight calendar days of liquidated damages under phase (a) of the contract and no liquidated damages under phase (b).

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk sl

bc H. S. Coulter
C. O. Fredrickson
Jim Gix w/att.
Ron Busey w/att.
FHWA w/att.
Bruce Walton

CON 5 9622

STATE OF OREGON **INTEROFFICE MEMO**

Highway Division - Region 3 440-3399

TO: C. O. Fredrickson
Construction Engineer

DATE: July 9, 1984

W. J. Quinn

FROM: W. J. Quinn
Region Construction Engineer

SUBJECT: Time Extension
Contract No. 9622
S. Umpqua River (Booth and Fords) Bridges

After reviewing the request from Hamilton Construction Company for a time extension, and the memo from Ron Busey, I feel we should grant a one day time extension for the extra work.

The other reasons cited by Hamilton do not justify an extension, in my opinion.

7-25-84

W. E. Schwartz -

I concur with Region & Project Manager and recommend a time extension of one calendar day for phase (a) of the contract due to performance of extra work.

O. B. Jackmond

wq/cl
attach.

CE ___ CAE ___ RECEIVED LS ___ TC ___
COE ___ OM ___ SA ___ CC ___
CA ___ JUL 11 1984 FE ___
CAM ___ MA ___
CP ___ CONSTRUCTION QCS ___
EEO ___ SECTION FILE ___

9622

May 25, 1984

Hansen & Rowland, Inc. of Oregon
1311 NW 21st Avenue
Portland, OR 97209

CON 5
#9622

Gentlemen or Ladies:

On May 17, 1984, we wrote to you concerning release of final payment on Contract No. 9622 awarded to Hamilton Construction Co. (Oregon) for deck overlay on the South Umpqua River (Booth Ranch and Fords) Bridges on the Pacific Highway in Douglas County.

Final payment on this contract is $5,013.48. The total contract amount is $730,803.00 including $9,297.01 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Hamilton Construction Co. (Oregon)
PO Box 659
Springfield, OR 97477

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

bc: C. O. Fredrickson
Walt Hart
James J. Gix

9622

DUPLICATE

OLSON ELECTRIC COMPANY, INC. P. O. BOX 830, VANCOUVER, WASHINGTON 98666
PHONE (206) 694-6585 PORTLAND (503) 285-0295

March 21, 1984

Mr. Bill Pecham, President
Hamilton Construction Co.
PO Box 659
Springfield, OR 97477-0121

CE CAE FOE OCS SCS EEO RECEIVED MAR 26 1984 CONSTRUCTION SECTION OM CA LS TC PE CP

Re: Correspondence of March 15, 1984
Booth Ranch and Fords Bridges
OSHD Constract No. 9622
Job No. 1158

Dear Mr. Pecham:

The matter of liquidated damages has been in dispute. If you will forward a copy of documentation of dates that we entered into as guaranteed completion dates, we will consider possibility of our obligation. We obviously produced the fixtures at the earliest date. We had no control over your schedule and consider your continued attempts to withhold our funds as needless harrassment.

Your continuance will only bring on added attorney's fees.

You have withhled the following amounts which are due us now.

Woodman	$300.00	
Moss	125.00	
General Retention	500.00	
Liquidated damages	2,050.00	
Start up expense	295.00	
MBE expense	1,238.00	
		4,508.00
Less start up (Sims)		30.00
		$4,478.00

RECEIVED STATE HWY ENGR MAR 22 '84 REFER TO Jackmond FOR ☑ Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File

Very truly yours,

OLSON ELECTRIC CO., INC.

Joe Olson
General Manager

RECEIVED DOT DIRECTOR MAR 22 '84 REFER TO [illegible] FOR ☐ Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File

cc: Dept. of Transportation ✓
Hansen & Rowland
Transamerica Ins. , Portland, Los Angeles

JO:dlh

XC - Bob Gormsen ✓
Jim Gix
R[illegible] Busey

claim filed 2/27/84
from Olson in amt of $2893
ack. on 3/15/84

16.22

SECTION: S. UMPQUA RIVER (BOOTH & FORDS) BRIDGES
HIGHWAY: PACIFIC
COUNTY : DOUGLAS
CONTRACT: 9622
PREFIX: 610-1020
PROJECT MANAGER: RON BUSEY

3-16-84

1 Versteeg ✓
Anderson
2 Adams
(Kr) Cy Macnab
Edwards
Turpin
Trout
Wakerlig

RECEIVED
MAR 6 1984
ROAD DESIGN SECTION

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CONSTRUCTION NARRATIVE REPORT

This project was primarily a deck overlay on two bridges located on the pacific highway south of Roseburg. Fords bridge is located at MP 101.49 just north of the City of Canyonville. Booth bridge is located at MP 112.53 about 10 miles south of Roseburg.

The contract called for a latex modified concrete overlay and replacement of the existing "picket fence" type rail with a standard concrete bridge rail on Fords bridge. Booth Rance received only the deck overlay because this structure had a concrete rail currently in place.

The contract also called for impact panels at all locations and sheet piling at three locations.

There were no major problems and the bridge work was completed on schedule. The attached bar chart illustrates the sequence of work.

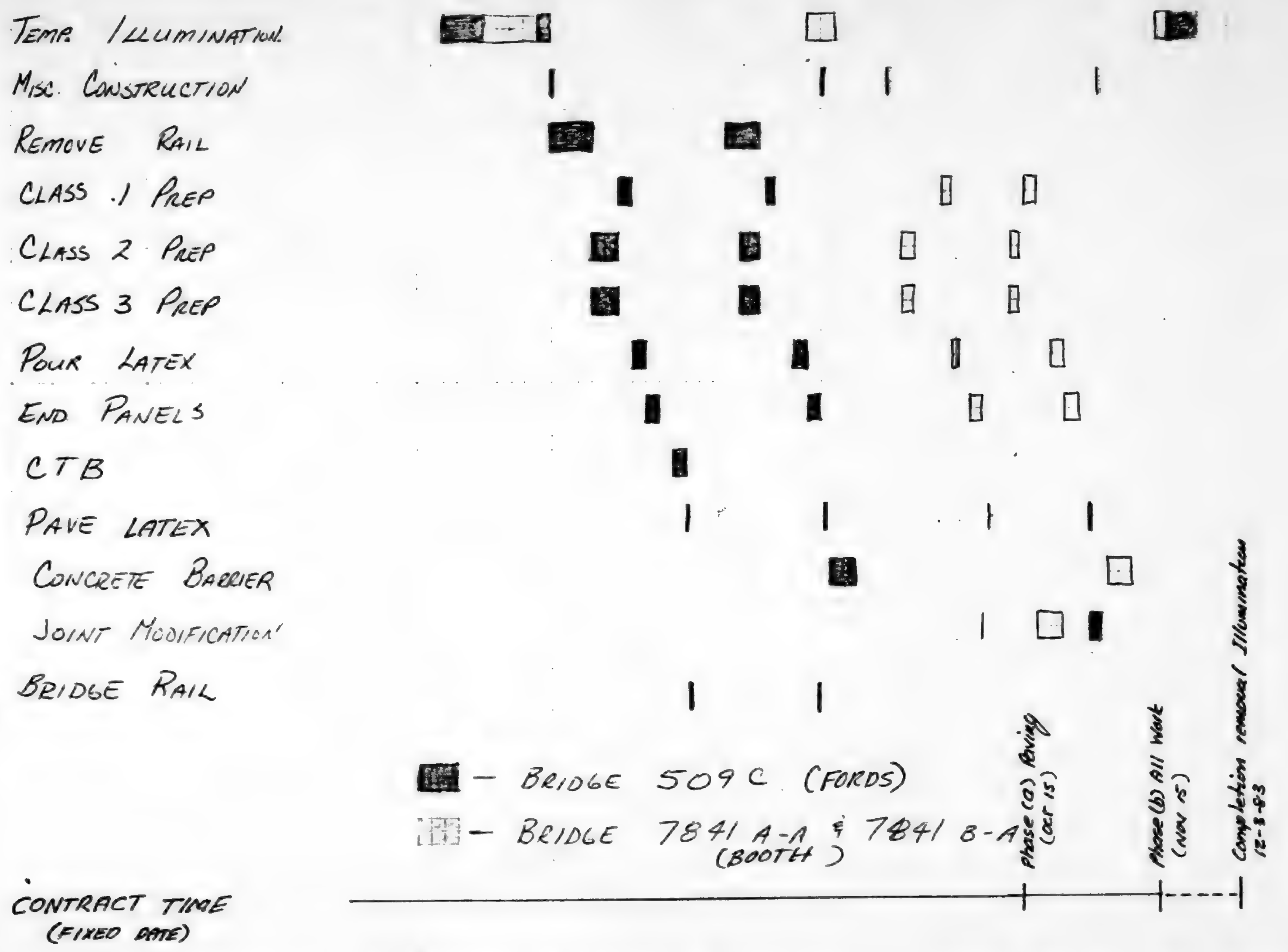
BRIDGE RAIL. As with the previous contract the contractor requested to extrude the bridge rail on Fords bridge. This was accepted with a price reduction of 1 dollar per foot. This enabled the contractor to complete the rail in two days time.

STAGING, CONCRETE BARRIER ETC... The biggest problem encountered on the project became apparent as soon as we received the construction plans right after the job was advertised. At the north end of the Booth Ranch structure they called for removal of metal median barrier to allow for staging of traffic. On our recent contract this metal barrier had all been replaced with concrete barrier. They had submitted the bridge plans for review prior to contract advertising but had not submitted the staging portion of the contract. A letter of addendum was written to all prospective bidders advising of the change. This created much confusion among the bidders.

In the past we have had problems on other bridge overlay projects with lack of information on the roadwork portion of these contracts. We have encountered impact panels and sheet piling in place that was not known to the designers. I feel it would be well to review these projects in the field prior to final design and we could avoid many of these problems. Sometimes these jobs are delayed in reaching contract and in that case I feel the field data should be updated prior to being advertised for possible changes. This would not take long at our end and could avoid the need for price agreements and all the extra costs involved.

P- 1981
Let April/83
Preliminary Plans 18 Feb 83
Possible

A field location could avoid another problem encountered in the past on these projects. We have encountered large errors in the quantities for the crossovers on past projects. The quantities are small and a little bit of error results in a huge percent of under or overrun on the earthwork and surfacing quantities resulting in price agreements to revise the prices to reflect the error.



S. Umpqua R. (Booth & Fords) Bridges. Project Manager: Ron Busey
Prefix 610-1020 Cont. 9622 FAP I-IR-5-2(98)102

STATEMENT OF OVERRUNS AND UNDERRUNS

Project:	s. umpqua r.(booth & Fords) bridges	Contract No.:	9622
Highway:	Pacific	Prefix:	610-1020
County:	Douglas	F.A. No.:	I-IR-5-2(98)102

RECEIVED
MAR 6 1984
ROAD DESIGN SECTION
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SUMMARY

Item No.	Item	Unit	Orginal	Semifinal	± %
	Bid Items	$	771,251.00	720,531.26	- 6.6%
	Anticipated Items	$	16,200.00	9,300.00	-42.6%
	Contingencies	$	35,435.30	12,105.80	-65.8%
	Engineering	$	70,870.59	45,800.00	-35.4%
	Liquidated Damages	$	0	-4,500.00	+100.00%
	Total	$	893,756.89	783,237.06	-12.3%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

05 Temp. Conc. Barrier reflc. Lin. Ft. 12,600.00 8,850.00 -29.7%
Due to an error in design., to much barrier was called for in orignal plans.

06 Temp. mod. Conc. Barrier Reflc. Lin. Ft. 13,110.00 5,362.50 -59.1%
Due to an error in design, to much barrier was called for in orignal plans.

07 Moving Temp. Conc. Barrier. Lin. Ft. 55,560.00 51,150.00 - 7.9%
See bid items 05 and 06

26 Bridges 7841A-A & 7841B-A
Class 2 Preparation Sq. Yd. 14,442.00 7,557.15 -47.7%
Upon observation of the structure it was determined that less class 2 prep. was needed, than orginaly called for

27 Bridges 7841A-A & 7841B-A
Class 3 Preparation SQ. Yd. 10,250.00 410.00 -96.0%
Upon observation of the structure it was determined that less class 3 Prep. was needed, than orginally called for.

34 Steel Sheet Piling. Sq. Ft. 19,800.00 0 -100.00%
It was discovered that sheet piling existed in all locations of the project.

39 Bridge 509C
Class 2 Preparation Sq. Yd. 14,940.00 6,377.72 -57.3%
See bid item 26

40 Bridge 509C

Project: s. umpqua r.(booth & Fords) bridges Contract No.: 9622

Highway: Pacific Prefix: 610-1020

County: Douglas F.A. No.: I-IR-5-2(98)102

RECEIVED
MAR 6 1984
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up
Action
Edwards

Item No.	Item	Unit	Orginal	Semifinal	± %
	SUMMARY				
	Bid Items	$	771,251.00	720,531.26	- 6.6%
	Anticipated Items	$	16,200.00	9,300.00	-42.6%
	Contingencies	$	35,435.30	12,105.80	-65.8%
	Engineering	$	70,870.59	45,800.00	-35.4%
	Liquidated Damages	$	0	-4,500.00	+100.00%
	Total	$	893,756.89	783,237.06	-12.3%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

05 Temp. Conc. Barrier reflc. Lin. Ft. 12,600.00 8,850.00 -29.7%
Due to an error in design., to much barrier was called for in orignal plans.

06 Temp. mod. Conc. Barrier Reflc. Lin. Ft. 13,110.00 5,362.50 -59.1%
Due to an error in design, to much barrier was called for in orignal plans.

07 Moving Temp. Conc. Barrier. Lin. Ft. 55,560.00 51,150.00 - 7.9%
See bid items 05 and 06

26 Bridges 7841A-A & 7841B-A
Class 2 Preparation Sq. Yd. 14,442.00 7,557.15 -47.7%
Upon observation of the structure it was determined that less class 2 prep. was needed, than orginaly called for

27 Bridges 7841A-A & 7841B-A
Class 3 Preparation SQ. Yd. 10,250.00 410.00 -96.0%
Upon observation of the structure it was determined that less class 3 Prep. was needed, than orginally called for.

34 Steel Sheet Piling. Sq. Ft. 19,800.00 0 -100.00%
It was discovered that sheet piling existed in all locations of the project.

39 Bridge 509C
Class 2 Preparation Sq. Yd. 14,940.00 6,377.72 -57.3%
See bid item 26

40 Bridge 509C
Class 3 Preparation Sq. Yd. 20,500.00 6,135.65 -70.1%
see bid item 27

9622

F

March 16, 1984

Hamilton Construction Co.
PO Box 659
Springfield, OR 97477-0121

CON 5
#9622

Attention: James R. Sly
Project Manager

Gentlemen:

Thank you for your letter of March 8, 1984, with attached letter from Olson Electric Company, Inc. submitting a check in full settlement of all claims made by Woodmen Firewood Company.

You state this is in reference to your Contract No. 9622 for deck overlay on the South Umpqua River (Booth Ranch and Fords) Bridges of the Pacific Highway in Douglas County.

This information will be noted in our records.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

Hansen & Rowland Inc. of Oregon
1311 NW 21st Avenue
Portland, OR 97209

FKM:kjm

noted
on
card
KM

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P.O. BOX 659
SPRINGFIELD, OREGON 97477-0121
(503) 746-2426

March 8, 1984

Department of Transportation
Commission Services
Transportation Building
Salem, Oregon 97310

Attention: Robert W. Gormsen

Subject: Booth Ranch and Fords Bridges
OSHD Contract No. 9622
Hamilton Construction Co. Job No. 855

Dear Mr. Gormsen:

A claim was filed by The Woodmen Firewood Co. on the subject project by their letter dated August 5, 1983. Your letter of August 22, 1983 acknowleged the claim.

The attached Olson Electric Company, Inc. letter dated December 21, 1983 with attached information shows that the claim has been settled.

Please advise us when you have recorded the release of the claim.

Very truly yours,

HAMILTON CONSTRUCTION CO.

James R. Sly

James R. Sly
Project Manager

RECEIVED
MAR 12 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

JRS:jd

Enclosure

cc: Eric Larsen, Attorney
Olson Electric
855 Olson Electric

RECEIVED
DEC 29 REC'D

Olson
ELECTRIC COMPANY, INC.
P. O. BOX 830, VANCOUVER, WASHINGTON 98666
PHONE (206) 694-6585 PORTLAND (503) 285-0295

December 21, 1983

1158 Booth Ranch

Hamilton Construction Company
P.O. Box 659
Springfield, Oregon 97477

Gentlemen:

Enclosed please find copy of our check # 10642 in full settlement of all claims by the Woodman on the subject project. This has cleared our bank account.

This should satisfy any remaining questions regarding this claim.

Very truly yours,
OLSON ELECTRIC COMPANY, INC.

Joe Olson
General Manager

RECEIVED
MAR 12 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Olson ELECTRIC COMPANY, INC.
P. O. BOX 830, VANCOUVER, WASHINGTON 98660
PHONE (206) 694-6595 PORTLAND (503) 285-0298

98-637
1233

10642

PAY 675

DATE Nov. 9, 1983 $ 675.00

TO THE ORDER OF
The Woodmen
P. O. 312
Roseburg, Oregon 97470

OLSON ELECTRIC CO., INC.

By

By NON-NEGOTIABLE

FIRST INDEPENDENT BANK
VANCOUVER, WASHINGTON

THE ATTACHED CHECK IS IN PAYMENT OF ITEMS LISTED BELOW. PLEASE DETACH BEFORE DEPOSITING.

Paid in full

Acceptance of this check constitutes full payment for all services and material supplied to Olson Electric Co. on the Oregon State Highway Department Contract #9622 - Booth Ranch. Prime contractor Hamilton Construction.

OLSON ELECTRIC CO., Inc.

VANCOUVER, WASHINGTON

RECEIVED
MAR 12 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9622

CL 84-61

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAR 19 1984
NORMA PAULUS
SECRETARY OF STATE

March 15, 1984

IN REPLY REFER TO
FILE NO.:

CON 5
#9622

Olson Electric Company, Inc.
P. O. Box 830
Vancouver, WA 98666

Attention: Joe Olson
General Manager

Gentlemen:

This will acknowledge your letter of February 27, 1984, filing a claim against the following Highway Division contract:

FILED BY:	Olson Electric Company, Inc.
AMOUNT:	$7,893
FOR:	Labor and materials
AGAINST (Prime contractor):	Hamilton Construction Co. (Oregon)
CONTRACT NO.:	9622
PROJECT:	S. Umpqua River (Booth Ranch and Fords) Bridges, Pacific Highway, Douglas County
SURETY:	Transamerica Insurance Co.
AGENT:	Hansen & Rowland Inc. of Oregon

We will advise the surety, agent, and contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAR 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
3-29-84 kjm

cc: Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

Hansen & Rowland Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

Olson ELECTRIC COMPANY, INC. P. O. BOX 830, VANCOUVER, WASHINGTON 98666
PHONE (206) 694-6585 PORTLAND (503) 285-0295

February 27, 1984

Robert Gromsen
Room 121 Transportation Bldg.
State of Oregon
Salem, Oregon 97310

Gentlemen:

We wish to file a claim against monies due Hamilton Construction Company, on the OSH Department Contract #9622, Douglas County, S. Umpqua River (Booth Ranch & Fords) Bridges.

We have a balance due us on this contract of $7,893.00 for labor and materials supplied.

Very truly yours,

OLSON ELECTRIC CO., INC.

Joe Olson
General Manager

cc: Transamerica Insurance Co.
1150 S. Olive Street
Los Angeles, Ca 90015

RECEIVED
FEB 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9622

bc H. S. Coulter
[illegible] Fredrickson
Jim Gix w/att.
Ron Busey w/att.
FHWA w/att.
Bob Church

F

February 21, 1984

Hamilton Construction Co.
P.O. Box 659
Springfield, OR 97477

CON

Time Extension Request
S. Umpqua River (Booth Ranch
& Ford) Bridges
Contract No. 9622
FAP No. IR-5-2(98)102

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested 14 calendar days of additional contract time for completion of both phase (a) and phase (b) of the project due to delays in obtaining a subcontract for the temporary illumination. Based upon the data submitted, this is not a valid reason for adjustment of contract time and this portion of your request is accordingly denied.

You requested an additional nine calendar days in which to complete phase (a) of the contract due to a claimed ambiguity in the definition of the contract term "paving". Section 108.08 of the contract states that "(a) All paving work to be done under the contract shall be completed not later than October 15, 1984." Section 101.02 of the contract standard specifications defines "Pavement" as follows: "Plant-mixed asphalt concrete and portland cement concrete placed for vehicular use. . ." It appears clear that "all paving work" specifically includes both asphalt and portland cement concrete pavements. We find no ambiguity in the contract provisions, and this portion of your request is denied.

You requested 11 calendar days of additional contract time for completion of phase (b) of the contract work. Our records indicate this to be a valid request and a contract time adjustment of 11 additional calendar days is granted for completion of phase (b) of the project.

This contract time adjustment will eliminate all liquidated damages on phase (b) of this contract. There remain nine calendar days of liquidated damages under phase (a) of the contract.

W. E. Schwartz
Assistant State Highway Engineer
for Operations

OBJ:mk sl

FORM 81-734-1030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:610-1020

JANUARY 18, 1984
Roseburg, Or.

Ron Busey

FROM: Ron Busey
Project Manager

TO: Jim Gix
Region Engineer

SUBJECT: S. Umpqua river (Booth& Fords)
Pacific
Douglas, County
Contract No. 9622
Time Extension request

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TO
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JAN 24 1984
CONSTRUCTION SECTION
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Attached is a request for time extension from Hamilton Construction on the subject project. They based their request on three items.

The first is based on a problem they had with providing the necessary MBE requirements. They had submitted Blessing Electric as a MBE subcontractor but due to labor union problems they later backed out. It took them a number of days to straighten that out and since it was involved with the temporary illumination they could not begin work till it was resolved. I don't feel that this is anything we did as we acted promptly, as soon as we received the required subcontracts, to get them cleared so they could work. I do not consider this a valid reason for a time extension.

Their second item was the removal of the temporary illumination poles at the end of the contract. The deadline date of the contract was November 15, 1983 plus time added for holiday shutdowns,and they had all the work done except the temporary illumination poles were not yet removed from the project. They were moved back away from the travel lanes a safe distance and left there untill the subcontractor could find a buyer and get them removed. His claim that he was just storing them pending disposal and all contract work done is a valid one and I concur with the request for the extension request.

The contract had two completion dates. The first was a October 15th deadline on the paving. The special provisions stated in section 108.08 (a) that "All paving work to be done under the contract shall be completed not later than October 15, 1983". The bridge deck overlay was complete on October 21, which, when you add in the holiday shutdown time, was within the contracted date. However, there were some tapers at each end of the structures that were to be paved with asphaltic concrete and this was not completed untill October 31, 1983.

They claim that they understood the paving to mean the bridge deck overlay and not the incidental asphaltic concrete taper. They said they could have scheduled around the deadline if they had known it also meant asphalt paving. They base their claim on a project in Portland in which there was no asphalt paving and they were required to complete the bridge overlay by the date specified on that contract. This was the Marquam contract which had the identical statement in 108.08. They feel they fulfilled the terms of the contract and should not be charged time.

ROSEBURG REGION
RECEIVED
JAN 20 1984

1-20-84
CC: O.B. Jackmond – I agree with Ron except for the item "paving". To me, the term "paving" is all-inclusive & the intent was to have the work done

9622

P

FORM 81-734-3001 OREGON STATE HIGHWAY DIVISIO **FIELD ENGINEER'S WEEKLY REPORT** FOR CONSTRUCTION PROJECTS ONLY CONSTRUCTION AND BRIDGE SECTION	SECTION S. UMPQUA RIVER (BOOTH & FORDS) BRIDGES	WEEK ENDING Feb. 18,1984 SECTION PREFIX 610-1020
	HIGHWAY Pacific	COUNTY DOUGLAS
NAME OF JOB S. Umpqua R (Booth & Fords) Brs.	KIND OF WORK Deck Overlay	
CONTRACTOR Hamilton Construction Co.	CONTRACT NUMBER 9622	FEDERAL AID PROJECT NUMBER IR-5-2(98)102
DATE OF CONTRACT Apr. 21, 1983	DATE WORK STARTED June 6, 1983	ESTIMATED COMPLETION DATE Dec 3, 1983
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED N/A
PROJECT AUTHORIZATION: $ 893,756.89	SPECIFIED COMPLETION DATE (A) 10-15-83 (B) 11-15-83	PERCENT OF TIME ELAPSED N/A
EXCLUSIVE OF ENGINEERING: $ 822,886.30	ENGINEERING AUTHORIZATION $ 70,870.59	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 746,674.03	ENGINEERING COST TO DATE $ 63,650.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 90
ESTIMATED PERCENT: OVERRUN UNDERRUN 9 %	PERCENT OF AUTHORIZATION 90 %	DATE PROJECT WAS COMPLETED: 12-3-83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	CTB	
		100		100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	~~OIL & BITUMINOUS MATERIAL~~ CTB	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	400			660	165
TOTAL QUANTITIES CORRECTED TO DATE	454			622	287
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	454			622	287
AVERAGE DAILY QUANTITIES	0			0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0			0	0
NUMBER OF SHIFTS PER DAY	0			0	0
HOURS PER SHIFT	0			0	0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7841A-A	7841A-B		509C				
PERCENT	100	100		100				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 12		0		
MONDAY 13		0		
TUESDAY 14		0		
WEDNESDAY 15		0		
THURSDAY 16		0		
FRIDAY 17		0		
SATURDAY 18		0		

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FEB 2 1984
CONSTRUCTION SECTION
OCS SCS SSO TC PE CP

GENERAL ESCRIPTION OF ACTIVITIES FO HE WEEK

11 SUNDAY	NO ACTIVITY
12 MONDAY	No Activity
13 TUESDAY	No Activity
14 WEDNESDAY	No Activity
15 THURSDAY	No Activity
16 FRIDAY	No Activity
17 SATURDAY	No Activity

REMARKS

Anticipated next week: ALL CONTRACT WORK COMPLETED

Needed for 3rd Notification: Request for Final Inspection & Cert of Completion

Material Certifications

SIGNED Ronald V. Busey LOCATION Roseburg

Ronald V. Busey

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

[illegible]

CL83-164

S

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
AUG 2 1 1983
NORMA PAULUS
SECRETARY OF S

August 22, 1983

IN REPLY REFER TO FILE NO.:
CON 5
#9622

The Woodmen Firewood Company
P.O. Box 213
Roseburg, OR 97470

Attention: Victoria M. Hawks

Gentlemen or Ladies:

This will acknowledge your letter of August 5, 1983, with invoices, filing a claim against the following Highway Division contract:

FILED BY:	The Woodmen Firewood Co.
AMOUNT:	$953.09
FOR:	Labor
AGAINST (Prime contractor)	Hamilton Construction Co. (Oregon)
SUBCONTRACTOR:	Olson Bros. Electrical Contractors
CONTRACT NO.:	9622
PROJECT:	S. Umpqua River (Booth Ranch and Fords) Bridges Section, Pacific Highway, Douglas County
SURETY:	Transamerica Insurance Co.
AGENT:	Hansen & Rowland Inc. of Oregon

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
AUG 25 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Hamilton Construction Co.
P.O. Box 659
Springfield, OR 97477

Transamerica Insurance Co.
1150 S. Olive Street
Los Angeles, CA 90015

Hansen & Rowland, Inc. of Oregon
1311 NW 21st Avenue
Portland, OR 97209

NOTED ON CARD
8/26

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

August 5, 1983
P.O. Box 213
Roseburg, OR 97470

Robert Gormsen
121 Transportation Bldg.
Salem, OR 97310

Dear Mr. Gormsen:

On May 31 and June 1, 1983, we did some work along I-5 for Olson Brothers Electrical Contractors, Vancouver, WA. They are sub-contractors to Hamilton Construction, Springfield, OR, on contract number 9622. We submitted an original bill of $1439.00, as shown on the copies enclosed.

We received a payment in the amount of $500.00 in July, leaving an unpaid balance of $939.00. As of August 2, 1983, with that amount still owing, we charged interest in the amount of $14.09, making the total now due of $953.09.

We have contacted the general contractor and they advised us that they withheld the $939.00 from a progress payment. Thereupon, Olson advised Hamilton there was a problem with the amount of the bill. We have spoken with an office person at Olson's and to both Mr. and Mrs. Joe Olson personally regarding payment and there was no mention of a problem.

In addition, today in the mail we received a memo from Olson's (copy enclosed), which indicates they wish credit for the poles. At no time was there any discussion about us taking the poles back. We have paid all expenses incurred on the job and have no use for the poles. At one time we did discuss using the chunks cut off at the state yard, however, we told Joe Olson that we did not want them and knew of no one who did.

We would appreciate any help your office may provide in getting this matter cleared up.

Yours very truly,

Victoria M. Hawks

Victoria M. Hawks
The Woodmen Firewood Co.

cc: Olson Bros. & Hamilton Construction

RECEIVED
AUG 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

206- 694-6385
695-7147

THE WOODMEN
P.O. BOX 213 673-6499
ROSEBURG, OREGON 97470

206-645-6312

INVOICE NO. 1420

SOLD TO Olson Bros. Electrical Cont.	SHIPPED TO So. Ump. River (Fords) Bridge Sec.
STREET & NO. P.O. Box 830	STREET & NO. Pacific Highway & Bagley Rd.
CITY Vancouver STATE Wa. ZIP 98666	CITY STATE ZIP

CUSTOMER'S ORDER	SALESMAN	TERMS	F.O.B.	DATE
				6/1/83

May 31, 1983			
Load, Haul & Spot 2 loads			
poles picked up at state yard			
at Brockway, Or. Load green			
poles at Hadwen landing.			
Self-loader 10½ hrs @	40 –	420 –	
1 Man & chain saw to buck 65			
& 70 ft. poles to 55 ft. at state yard.			
8 hrs @	8 –	64 –	
		484.00	

INVOICE

721

RECEIVED
AUG 10 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

THE WOODMEN
P.O. BOX 213 673-6499
ROSEBURG, OREGON 97470

INVOICE NO.
1421

INVOICE

SOLD TO Olson Bros. Electrical Cont.
STREET & NO. P.O. Box 830
CITY Vancouver, STATE Wa. ZIP 98666

SHIPPED TO So. Ump. River (Fords) Bridge Sec.
STREET & NO. Pacific Highway & Gazley Rd.
CITY STATE ZIP

CUSTOMER'S ORDER	SALESMAN	TERMS	F.O.B.	DATE
				6/1/83

June 1, 1983				
	Haul & spot green barkie poles			
	Self loader 5 hrs @	40	—	200 —
7	50 ft. barkie poles @	45	—	315 —
11	45 ft. barkie poles @	40	—	440 —
				955 —

H 721

RECEIVED
AUG 10 1983
COMMERCIAL SERVICES
DEPARTMENT OF TRANSPORTATION

INVOICE

THE WOODMEN

P.O. BOX 213 673-6499
ROSEBURG, OREGON 97470

INVOICE NO.
1436

SOLD TO Olson Bros. Electrical Contractors	SHIPPED TO So. Ump. (Ford's) Bridge
STREET & NO. P.O. Box 830	STREET & NO. Section/Pacific Hwy &
CITY Vancouver STATE WA. ZIP 98666	CITY Gazley Rd. STATE ZIP Cont # 9622

CUSTOMER'S ORDER	SALESMAN	TERMS	F.O.B.	DATE
				8/2/83

Interest charges on unpaid balance of 939^{00} @ 1½% per month	14 09
New balance	953 09

721

RECEIVED
AUG 10 1983
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

96

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-2(98)102

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20028

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 7/6/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
South Umpqua River (Booth Ranch and Fords) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Furnish sheet piling and resteel

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 7/6/83 as requested in Mr. Keasey's letter of 8/4/83 as being cost effective for the use of State Forces to proceed with the above work. State Force Order No. 3 is approved for a TEC of $7,443.30 Federal Funds $6,864.

RECEIVED
STATE HWY ENGR
AUG 17 '83
REFER TO Peter
FOR
Info Inter R/D D/R Sign Act File

Orig to
8/17

14. DATE 8/12/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

rll 9622

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-2(98)102

2. STATE PROJECT NO. See below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
8-2-83

4. PROGRAM NO.

5. ITEM NO. 20028

2A. COUNTY NAME Douglas

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/28/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
South Umpqua River (Booth Ranch and Fords) Brdige Section

11. GENERAL DESCRIPTION OF WORK
Repair water line

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6/28/83 as being cost effective for the use of State Forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $335 Federal Funds $309.

RECEIVED
STATE HWY ENGR
AUG 3 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/A | Sign | Act | File

Orig to 8/8

14. DATE 8/2/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

962 –

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-3	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Douglas Project No. IR-5-2(98)102

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

S. Umpqua River (Booth Ranch & Fords) Br. Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-23-83	0.218
OTHER *(Specify)*		

FUNDS Pro-rata 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 892,054.00	FEDERAL FUNDS $ 822,652.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
By For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

Date executed by Division Administrator [illegible] 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 29, 1983

Federal Aid Project
No. IR-5-2(98)102

S. Umpqua River (Booth Ranch & Fords) Bridges
Pacific Highway
Douglas County

Project Agreement Estimate.

Type Code X332
Booth Ranch Structure, Bridge No. 7841A-A and 7841B-A (Sta. 3160 + 8208 to Sta. 3169 + 6570)

Mobilization	(50%)	All	Required		$ 38,500.00
Temporary Protection and Direction of Traffic	(38%)	All	Required		7,600.00
Temporary Signs		263	Sq.Ft.	$ 6.00	1,578.00
Temporary Barricades		7	Each	90.00	630.00
Temporary Concrete Barriers, Reflectorized		3,988	Lin.Ft.	3.00	11,964.00
Temporary Modified Concrete Barriers, Reflectorized		2,645	Lin.Ft.	3.00	7,935.00
Moving Temporary Concrete, Barriers		6,354	Lin.Ft.	6.00	38,124.00
Temporary Plastic Safety Markers		25	Each	40.00	1,000.00
Flagmen		200	Hour	22.00	4,400.00
Sequential Arrow Signs		1	Each	2,000.00	2,000.00
Temporary Illumination	(44%)	All	Required		23,320.00
Removal of Structures and Obstructions	(65%)	All	Required		16,250.00
Class "C" Asphalt Concrete		30	Ton	48.00	1,440.00
Concrete Barrier		1,600	Lin.Ft.	12.00	19,200.00
Miscellaneous Construction	(55%)	All	Required		8,250.00
Steel Sheet Piling		600	Sq.Ft.	13.00	7,800.00
Reinforced Concrete Bridge End Panels		267	Sq.Yd.	46.00	12,282.00
Class 1 Preparation		5,767	Sq.Yd.	6.00	34,602.00
Class 2 Preparation		174	Sq.Yd.	83.00	14,442.00
Class 3 Preparation		50	Sq.Yd.	205.00	10,250.00
Furnish Latex - Modified Concrete		241	Cu.Yd.	310.00	74,710.00
Construct Latex - Modified Surfacing		5,767	Sq.Yd.	5.00	28,835.00
Install Grates		17	Each	100.00	1,700.00
Finger Plate Expansion Joint Modification		60	Lin.Ft.	55.00	3,300.00
Armored Corner Expansion Joint Modification		92	Lin.Ft.	18.00	1,656.00
					$371,768.00

Type Code X032
Fords Bridge Structures, Bridge No. 509 C (Sta. 362 + 65 to Sta. 358 + 30)

Mobilization	(50%)	All Required		$ 38,500.00
Temporary Protection and Direction of Traffic	(62%)	All Required		12,400.00
Temporary Signs		240 Sq.Ft.	$ 6.00	1,440.00
Temporary Barricades		46 Each	90.00	4,140.00
Temporary Concrete Barriers, Reflectorized		212 Lin.Ft.	3.00	636.00
Temporary Modified Concrete Barriers, Reflectorized		1,725 Lin.Ft.	3.00	5,175.00
Moving Temporary Concrete Barriers		2,906 Lin.Ft.	6.00	17,436.00
Temporary Plastic Safety Markers		26 Each	40.00	1,040.00
Flagmen		200 Hour	22.00	4,400.00
Sequential Arrow Signs		1 Each	2,000.00	2,000.00
Temporary Illumination	(56%)	All Required		29,680.00
Removal of Structures and Obstructions	(35%)	All Required		8,750.00
General Excavation		400 Cu.Yd.	7.00	2,800.00
Treated Base		660 Ton	23.00	15,180.00
Class "C" Asphalt Concrete		135 Ton	48.00	6,480.00
Guard Rail, Type 3		50 Lin.Ft.	40.00	2,000.00
Extra for Guard Rail Bridge Connections		2 Each	400.00	800.00
Guard Rail Anchors, Type 1		2 Each	400.00	800.00
Rail End Pieces, Type C		2 Each	125.00	250.00
Concrete Barrier		1,000 Lin.Ft.	12.00	12,000.00
Miscellaneous Construction	(45%)	All Required		6,750.00
Bridge Rail Removal Work		All Required		33,000.00
Steel Sheet Piling		1,800 Sq.Ft.	11.00	19,800.00
Structural Concrete, Class 3300 (70 Cu.Yd. @ $450.00)		All Required		25,000.00
Reinforcement (14,400 lbs. @ $0.60)		All Required		10,200.00
Reinforced Concrete Bridge End Panels		267 Sq.Yd.	46.00	12,282.00
Class 1 Preparation		3,610 Sq.Yd.	6.00	21,660.00
Class 2 Preparation		180 Sq.Yd.	83.00	14,940.00
Class 3 Preparation		100 Sq.Yd.	205.00	20,500.00
Furnish Latex - Modified Concrete		151 Cu.Yd.	310.00	46,810.00
Construct Latex - Modified Concrete Surfacing		3,610 Sq.Yd.	5.00	18,050.00
Install Grates		18 Each	100.00	1,800.00
Compression Joint Sealer		174 Lin.Ft.	16.00	2,784.00
				$399,483.00
				$771,251.00

Anticipated Items

Railroad Protective Cost	All Required	$ 10,700.00
Permanent Pavement Striping	All Required	1,500.00
Temporary Pavement Striping	All Required	1,400.00
Remove Pavement Striping	All Required	600.00
Temporary Erosion Control	All Required	500.00
		$ 14,700.00
	Subtotal	$785,951.00
	Engineering	106,103.00
	Total	$892,054.00

Length of Structures 0.218 mi.

Federal Funds 92.22%	$822,652
State Funds	69,402
Total	$892,054

Group 1 - 100%;
Contract No. 9622
Prefix 610-1905
Prefix 610-1020

Oregon State Highway Division
Salem, Oregon, June 28, 1983

Federal Aid Project
No. IR-5-2(98)102

S. Umpqua River (Booth Ranch & Fords) Bridges
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,500.00

9622

May 9, 1983

Hamilton Construction Co. (Oregon)
P. O. Box 659
Springfield, OR 97477

CON 5

#9622

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9622 for deck overlay on the S. Umpqua River (Booth Ranch & Fords) Bridges on the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Enclosure

cc: Hansen & Rowland Inc. of Oregon
1311 N.W. 21st Avenue
Portland, OR 97209

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
James Gix
Ron Busey

HAMILTON CONSTRUCTION CO.
CONTRACTORS & ENGINEERS

P. O. BOX 659
SPRINGFIELD, OREGON 97477
(503) 746-2426

April 20, 1983

Office of Commission Services
State Transportation Building
Room 121
Salem, Oregon 97310

Subject: South Umpqua River (Booth Ranch and Fords) Bridge Section #9622
Deck Overlay

In compliance with the Supplemental Required Contract provision for the above job, we offer the following documentation of our commitment to MBE/WBE firms:

Minority Business Utilization

Item 1	Mobilization Leon's Trucking P.O. Box 10124 Eugene, OR. 97440	$2,563
Item 9	Flagmen J & J Fencing 694 North 34th St. Springfield, OR. 97477	$7,600
Item 11	Temporary Protection The above item will be subcontracted to Olsen Electric, a non-minority firm, who will use Blessing Electric, Inc., as a subcontractor for $15,000 of their work. Blessing Electric 829 North Russell St. Portland, OR. 97227	$15,000
Item 13	General Excavation	$2,800
Item 14	Treated Base The above two items will be subcontracted to Roseburg Paving, a non-minority firm, who will use Nuckolls Construction for a portion of their work.	$15,180

Nuckolls Construction
P.O. Box 1636
Roseburg, OR. 97470

Item 17	Guard Rail, Type 3	50 LF@ $46.25=$2,312.50
Item 18	Extra for Guard Rail Br. Conn.	2 Ea@$462.50= $925
Item 19	Guard Rail Anchors, Type 1	2 Ea@$300.00= $600
Item 20	Rail End Pieces, Type C	2 Ea@$169.00= $338

The above four items will be subcontracted to:

J & J Fencing
694 North 34th St.
Springfield, OR. 97477

Item 33	Bridge Rail Removal	$14,827
Item 44	Compressive Joint Sealer	$1,352

The above two items will be subcontracted to:

National Concrete Cutting
224 'G' St., S.W.
Auburn, WA. 98002

Total MBE:	$63,497.50
MBE Percent of Bid:	8.23%

Woman Owned Business Utilization

Item 30	Fabricate Grates	$15,913

Greenberry Tank and Iron
P.O. Box 1990
Corvallis, OR. 97339

Item 35	Structural Concrete	$2,270

Berg-Stubbert Construction
4237 West 5th St.
Eugene, OR. 97402

Total WBE:	$18,183
WBE Percent of Bid:	2.36%

Our MBE/WBE affirmative action plan has resulted in utilization that exceeds the prescribed goals. We request your approval of our documentation.

Very truly yours,

HAMILTON CONSTRUCTION CO.

Jack I. Hamilton

Jack I. Hamilton
Vice-President
EEO/MBE/WBE Officer

JIH:bw

RECEIVED
APR 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Kay Turner

9622

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 16, 1982

In Reply Refer to
File No.:
DES 23

RECEIVED
TECHNICAL SERVICES
APR 19 '82
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Deck Reconstruction
S. Umpqua River (Missouri Bottom)
Twin Structures
BR 7931A

In our letter of August 5, 1981, we requested approval to rehabilitate the decks on the following structures:

> South Umpqua River (Missouri Bottom), Twin Structures, Bridge 7931A
> South Umpqua River (Fords) Bridge 509C
> Overcrossing South Umpqua River, SPRR and Highway 235 (Booth Ranch) Northbound, Bridge 7841 B-A; (Booth Ranch) Southbound, Bridge 7841 A-A

We now propose to rehabilitate only the South Umpqua River (Missouri Bottom) structures at this time.

After reviewing the latest testing for chloride content, March 1982; chain drag for delamination, November 1981; overall visual inspection, January 26, 1982, and visual inspection of deck cracking, April 8, 1982, we propose the following:

Northbound Structure

1. Remove and replace the southerly 179 feet of deck
2. Place 1-3/4 inches of latex concrete overlay on remainder of structure
3. Remove and replace the "picket fence" type steel rail with our Type "G" rail
4. Reset rockers at Pier 1

Southbound Structure

1. Remove and replace the northerly 20 feet of deck on Span 3
2. Place 1-3/4 inches latex concrete overlay on remainder of structure

3. Remove and replace the "picket fence" type steel rail with our Type "G" rail

4. Reset rockers at Pier 1

Information on chloride content and chain drag previously sent. Information on deck cracking in areas proposed for replacement is enclosed.

Contrary to previous correspondence, we no longer intend to use any FAI funds on this project. We request your concurence that the project is eligible for I-4R funding. The estimated cost is $697,000, which includes an allowance for engineering and contingencies.

In consideration of the above and the enclosed information, we request your approval of the amount and character of the work. An early reply would be appreciated.

TGT:dsb

Enclosures

cc /w/ enclosure: E. S. Hunter
D. H. Moehring
Alfred Shirley, Jr.

9622

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-2(98)102

8

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20028

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/23/83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
South Umpqua River (Booth Ranch & Fords) Bridge Section

11. GENERAL DESCRIPTION OF WORK
Bridge Restoration and Rehabilitation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Railroad Protection Services	$10,700
Permanent Pavement Striping S.F.	$ 1,500
Temporary Pavement Striping S.F.	$ 1,400
Remove Striping S. F.	$ 600
Temporary Erosion Control	$ 500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 3/21/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,190,620 Federal Funds $1,097,989.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 28 '83
REFER TO Potter
FOR
Info | Inves | R/D

Orig w/ att. to 3/29

14. DATE 3/23/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9022

8

STATE OF OREGON
HIGHWAY DIVISION - REGION 3

INTEROFFICE MEMO

TO: Walt Hart
Bridge Engineer

DATE: November 23, 1982

ORIGINAL SIGNED BY JAMES J. GIX

FROM: JAMES J. GIX
Region Construction Engineer

SUBJECT: Priorities for Deck Rehabilitation
South Umpqua Bridges

As per our recent telephone discussion, we submit the following priorities on South Umpqua Bridge deck rehabilitation.

1. Fords Bridge - currently on schedule for 4th quarter FY 84. This structure is suffering progressive deterioration. District 6 bridge crew installed lagging on a deck panel in the steel span N.B. last week. Would like to move up if possible.
2. Booth Ranch - currently 2nd quarter FY 84. This structure is holding its own. No problem with this schedule.

jjg/cw
cc W. E. Schwartz
John Wood
Jack McCormick
Duane Kirby

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
NOV 24 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9622

Mai 14-1-1
S. Umpqua

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

1-8-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-2(95)102

2. STATE PROJECT NO. See below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20028

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/8/82

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
South Umpqua River Bridges

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $17,000 - F.F. $15,677
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 12/30/81.

RECEIVED
STATE HWY ENGR
JAN 13 '82
REFER TO [illegible]
FOR

14. DATE 1/8/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9622

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

December 30, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 20028
Project No. IR-5-2(95)102
S. Umpqua River Bridges
Douglas County

Enclosed is data consisting of PR-1 forms, sketch maps and authority for survey for the subject project.

I request the following:

1) Concurrence that the project falls under the Statewide Categorical Exclusion approved by FHWA on 2-25-80.

2) Authorization to proceed with preliminary engineering all phases including PS&E preparation at an estimated total cost of $17,000 with an obligation of $14,990 in federal funds.

CL:bkc
Enc.

cc: A. Shirley, Jr. (Region 3)
General Files

9422

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

TO: Mr. Dale Wilken
Division Administrator
Federal Highway Administration

August 5, 1981

FROM: Walter J. Hart
Bridge Engineer

SUBJECT: Deck Reconstruction
South Umpqua River (Missouri Bottom)
Twin Structures, 7931A
South Umpqua River (Fords) Bridge 509C
O'xings South Umpqua River, SPRR & Hwy. 235
(Booth Ranch) Northbound, Bridge 7841B-A
(Booth Ranch) Southbound, Bridge 7841A-A

Our current plans for deck rehabilitation on the subject structures is as follows:

Missouri Bottom Bridges, Bridge 7931A

Replace deck of three southernmost spans of the northbound structure. This involves two 40-foot RCDG spans and one 131-foot floor beam-stringer two-girder steel span. Apply a dense concrete overlay to the remaining deck of the northbound and all of the deck of the southbound structures. Construct new modified Type "G" rails at curb line on both sides of each structure full length.

Fords Bridge, Bridge 509C

Apply a dense concrete overlay to the deck of the entire structure. Construct modified Type "G" rails at the curb line on both sides of the structure. The existing Type "G" barrier rail on centerline of bridge to remain in place.

Booth Ranch Bridges, N.B. 7841B-A, S.B. 7841A-A

Apply a dense concrete overlay to the deck of both northbound and southbound structures full length. The existing parapet rails to be retained with no current modification on both bridges.

RECEIVED
TECHNICAL SE
AUG 7 '81
REFER TO
FOR

The up-to-date total estimated cost of this project is $2,009,388.00, including an allowance for engineering and contingencies. Attached are two sets of prints of Drawings numbered 36180 through 36186, which are the advance plans for the proposed project.

Attached is a comparative summary of chloride ion levels from 1976 and 1981 laboratory samples for the subject bridge decks. Other field tests made on these bridge decks in accordance with a request by Walter J. Hart, Bridge Engineer, dated December 24, 1975, include the following:

(2) Half cell potential measurements to determine if active corrosion of deck steel exists.

(3) Use of pachometer to check depth of top mat of deck steel.

(4) Chain drag to find areas of deck delaminations.

(5) 4" dia full-depth deck cores in areas of major cracking to determine position of deck steel layers, total deck thickness and concrete strength.

(6) Live load deck deflection measurements.

A field summary of these tests on each bridge is attached.

The northbound Missouri Bottom Bridge is the only one on which we are recommending total deck replacement at this time. The two 40-foot RCDG spans are of a two-span continuous T-beam construction and involve falsework bents for temporary support of the stems during deck replacement which includes negative moment steel at the interior bent. The 131-foot steel span recommended for deck replacement is the southernmost span of a three-span continuous girder series, so involves field planning to meet the final grade line.

Our field investigations have led us to the conclusion that a Portland Cement, dense concrete overlay will be adequate for the deck reconstruction on all the remaining spans of these three bridges.

The method for determining the split of FAI and RRR funding which has been used for both Winchester and Shady deck reconstruction contracts has been assumed for the currently proposed project. The estimated funding distribution is FAI - $1,880,863.00 and RRR - $128,525.00. An attachment labeled Attachment A, sets forth the details of the method for determination of the actual FAI and RRR project costs.

In consideration of the above discussion and the attached information, we request your approval of the amount and character of the work and the method for determination of the funding split. An early reply would be appreciated.

Attachment

~~cc E. S. Hunter~~ /w/ attach.
D. H. Moehring /w/ attach.
Alfred Shirley /w/ attach.

Deck Reconstruction
South Umpqua River (Missouri Bottom)
  Twin Structures, 7931A
South Umpqua River (Fords) Bridge 509C
O'xings South Umpqua River, SPRR & Hwy. 235
  (Booth Ranch) Northbound, Bridge 7841B-A
  (Booth Ranch) Southbound, Bridge 7841A-A

ATTACHMENT A

METHOD FOR DETERMINATION OF FAI-RRR FUNDING SPLIT

The basic concept of the funding split is that the FAI funding be the amount that the project would have cost had it been completely a combination structural deck overlay and substandard rail replacement project. The proposed detailed method for determination of the funding split consists of the following categories of calculations:

CATEGORY I - Summation of items which are 100% FAI funding.

1. Rail removal (spans to be overlayed)
2. Structural concrete in Type G rail (spans to be overlayed)
3. Metal reinforcing in Type G rail (spans to be overlayed)
4. Class I Preparation for dense concrete overlay
5. Class II Preparation for dense concrete overlay
6. Furnish and place dense concrete overlay
7. Expansion joints
8. Railroad protection
9. Metal reinforcing - epoxy coated

CATEGORY II - Calculated FAI funding for the spans to be redecked

1. $\frac{\text{Length of redeck spans}}{\text{Length of overlay spans}}$ x Cost summation of Items 1-3 in CATEGORY I

2. $\frac{\text{Sq. Yds. of deck in redeck spans}}{\text{Sq. Yds. of deck in overlay spans}}$ x Cost summation of Items 4-6 in CATEGORY I

CATEGORY III - Calculated RRR funding for steel span work.

Subtract the total FAI funding calculated under CATEGORY II from the summation of the following redecked span items.

1. Structural concrete (redecked spans deck and rail)
2. Metal reinforcement (redecked spans deck and rail)
3. Concrete deck and rail removal (redecked spans)
4. Furnish and place shear studs (steel spans)

CATEGORY IV - To obtain the FAI funding in this category, apply the percent of FAI funding to total funding (determined in CATEGORIES I through III) to the following items.

1. Temporary protection and direction to traffic.
2. Temporary illumination
3. All roadwork items
4. Mobilization
5. Engineering

It is possible that the above description will not cover all project costs. In this event, the basic concept stated above would apply.

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1983 Elk City Sec., FAS A525 9623
east of Toledo. (Base & Paving)

9623

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

YOUR ORDER NUMBER	BILLING REQ. NUMBER	AGENCY	CURRENT DOCUMENT NUMBER
		02	144944
		DATE	**VENDOR NUMBER**
	CA 5510	3/2/87	0000620189-00

Lincoln County
Public Works
880 N.E. 7th Street
Newport, OR 97365

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC.	AMOUNT
617	C09623-010	L01	8039			844010	10	$5,090.82
PROG	APP SYM	FUND CODE		FUND DETAIL		FUND SOURCE		

FOLD

FOLD

DESCRIPTION:

Final Settlement - RS-A525(3)
Elk City Section County Road 533
See attached itemized statement

	TOTAL PRICE
AMOUNT DUE	$5,090.82
GL 1140	
SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)	
TOTAL AMOUNT DUE	$5,090.82

Mike S hultz-378-6514

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Anne Hernandez (INVOICE PREPARER) PH. 378-5034

734-1150 (11-86)

PROGRAM SECTION
Manager ____ Resource Unit ____
FA Unit ____ Program Unit ____

MAR 10 1987

Refer To ____________
R/D ____ Act ____ Reply ____
Disc ____ Info ____ File ____

9623

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: January 14, 1987

COUNTY: Lincoln AGREEMENT NO: 7713 PROJECT NO: RS-A525(3)

CONTRACT NO: 9623 SECTION: Elk City Section

PRELIMINARY ENGINEERING PREFIX C521-1911:

	PARTICIPATING	NON PARTICIPATING
Project Manager	$ 1,967.78	$
Final Design	1,853.96	
Location	93.62	
Region Utility Liaison	167.22	
Program Section	105.53	
Specification Unit	1,087.70	
Administrative Services	78.65	
Surface Design Engineer	1,868.85	
Total P.E. Cost	$ 7,219.17	-0-

CONSTRUCTION PREFIX C521-1015 & C9623

	PARTICIPATING	NON PARTICIPATING
Payment to Contractor	$ 287,624.00	$ 720.00
Interest on Final Payment		24.91
Permanent Striping (State)	1,053.09	
Field Engineering	34,016.37	11,114.94
Program Section	38.16	
Materials Testing	4,287.83	
Technical Service	49.95	
Construction Office	1,558.31	
Region Office Charges	2,246.98	
Training	1,103.96	
EEO	65.06	
Total Construction Cost	$ 332,043.71	*$ 11,859.85

SUMMARY

Participating P.E. Cost	$ 7,219.17
Participating Const. Cost	332,043.71
Total Participating Cost	$ 339,262.88

FEDERAL FUNDS

P.E. (81.83%)	$ 5,907.45	
Const. (81.79%)	271,578.55	(277,486.00)
Subtotal		$ 61,776.88
Less State Share 1/2 Balance		(30,888.44)
Plus Non Participating County Cost		11,859.85
Less 1/2 Non Participating Field Engineering Cost (State Share)		(5,557.47)
Less County's Advance Deposits:		
Const. & P.E. AD #83-19	$27,000	
Add Const. AD #83-109	5,100	(32,100.00)
Balance Due from County		$ 5,090.82

*Federal participation for construction engineering is limited to 15% of contract cost.

MKS:bkb

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 075

AGREEMENT	TOTAL COSTS	AMOUNT	--PARTICIPATION--		AGREEMENT	FEDERAL	-ADJUSTMENT-		VOUCHER
EA/SUBJOB	TO DATE	PREV CLAIMED	AMOUNT	PERCENT	AMOUNT	SHARE	AMOUNT	CODE	AMOUNT
FEDERAL PROJECT: RS -A525-003									
*********************************									
F03004									
C09623 -000	184.04	.01	184.04						
C09623 -010	11,859.85	.00	.00						
C09623 -011	331,859.67	271,578.54	331,859.67						
AGREEMENT TOTALS	343,903.56	271,578.55	332,043.71	81.79	275,603.00	271,578.55	.00		.00
F03008									
C5211911-011	7,219.17	5,907.45	7,219.17						
AGREEMENT TOTALS	7,219.17	5,907.45	7,219.17	81.83	8,019.00	5,907.45	.00		.00
FED PROJ TOTALS	351,122.73	277,486.00	339,262.88		283,622.00	277,486.00	.00		.00
FEDERAL PROJECT: RS -A525-004									
*********************************									
F04073									
C5211931-000	24,442.28	21,545.87	24,442.28						
C5211931-010	11.68	.00	.00						
C5211931-011	.00	.00	.00						
AGREEMENT TOTALS	24,453.96	21,545.87	24,442.28	88.15	65,150.00	21,545.87	.00		.00
FED PROJ TOTALS	24,453.96	21,545.87	24,442.28		65,150.00	21,545.87	.00		.00
FEDERAL PROJECT: RS -A526-001									
*********************************									
F04012									
C5211929-000	32,470.71	28,622.93	32,470.71						
AGREEMENT TOTALS	32,470.71	28,622.93	32,470.71	88.15	74,266.00	28,622.93	.00		.00
FED PROJ TOTALS	32,470.71	28,622.93	32,470.71		74,266.00	28,622.93	.00		.00
FEDERAL PROJECT: RS -A531-001									
*********************************									
F03005									
C09624 -000	20,775.66	430.89	20,775.66						
C09624 -001	281.71	.00	.00						

9623

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   JUNE 1985         PAGE 1120
                                                                            FISCAL           GRAND TOTAL
     DESCRIPTION                 PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE      TO DATE

                                          TOT     P1                                          9,768.46
                                        ** JOB TOTALS **              **              **      9,768.46  **

  ELK CITY SECTION           CONT NO     * FA PROJ NOS RS   A525003 100                                      STATE
                                521   1911    296      00 N 9                                 6,666.79CR
                                521   1911    297      00 N 9                                   666.20
                                521   1911    298      00 N 9                                 6,000.59
                                521   1911    901      00 P 1                                 1,967.78
                                521   1911    905      00 P 1                                 1,963.64
                                521   1911    911      00 P 1                                    93.62
                                521   1911    914      00 P 1                                   167.22
                                521   1911    920      00 P 1                                   105.53
                                521   1911    921      00 P 1                                 1,087.70
                                521   1911    922      00 P 1                                    78.65
                                521   1911    933      00 P 1                                 1,868.85
                                          TOT     P1                                          7,332.99
                                        ** JOB TOTALS **              **              **      7,332.99  **

  SPTC @ HANSARD AVENUE      CONT NO       FA PROJ NOS RRP 5565001 100                                       STATE
                                522   1912    296      00 N 9                    2.53CR           2.53CR
                                522   1912    298      00 N 9                    2.53             2.53
                                522   1912    903      00 P 1                    2.81             2.81
                                          TOT     P1                             2.81             2.81
                                        ** JOB TOTALS **              **         2.81  **         2.81  **

  BNRR @ RIVERSIDE DR        CONT NO       FA PROJ NOS RRS A480001 100                                       STATE
                                522   1918    294      00 N 1        49.32CR        49.32CR          49.32CR
                                522   1918    296      00 N 9         7.37CR       643.94CR         679.66CR
                                522   1918    298      00 N 9         7.37         643.94           679.66
                                522   1918    901      00 P 1          .03CR         8.16             8.16
                                522   1918    905      00 P 1                        4.25           105.06
                                522   1918    950      00 P 1                      148.76           148.76
                                522   1918    984      00 P 1                      493.17           493.17
                                          TOT     P1                   .03CR       654.34           755.15
                                          TOT     N1                 49.32CR        49.32CR          49.32CR
                                        ** JOB TOTALS **             49.35CR**     605.02  **       705.83  **

  BNRR @ AMERICAN DR         CONT NO       FA PROJ NOS RRS A476001 100                                       STATE
                                522   1920    294      00 N 1        40.89CR        40.89CR          40.89CR
                                522   1920    296      00 N 9         7.37CR       456.86CR         456.86CR
                                522   1920    298      00 N 9         7.37         456.86           456.86
                                522   1920    901      00 P 1          .04CR         8.15             8.15
                                522   1920    905      00 P 1                        4.25            90.54
                                522   1920    984      00 P 1                      408.89           408.89
                                          TOT     P1                   .04CR       421.29           507.58
                                          TOT     N1                 40.89CR        40.89CR          40.89CR
                                        ** JOB TOTALS **             40.93CR**     380.40  **       466.69  **
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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

JUNE 1985

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YR END
	520	1068	946	00	P	1			17.97	84	84
	520	1068	948	00	P	1	.08CR	17.15	40.82	83	85
			TOT		P1		2.20CR	5,214.84	72,865.94		
			TOT		N1			426.66CR	426.66CR		
			** JOB TOTALS **				2.20CR**	4,788.18 **	72,439.28 **		
MCKENZIE R(ARMITAGE)BR	CONT NO 9677		FA PROJ NOS RS	A465002 100					RS A465002	STATE	
	520	1076	201	00	P	1	1,505.20	826,120.39	1,458,560.20	83	85
	520	1076	201	00	P	8		5,835.00	5,835.00	85	85
	520	1076	201	00	N	1		500.00	500.00	85	85
	520	1076	204	00	P	1	37,000.00CR	37,000.00CR	37,000.00CR	85	85
	520	1076	270	01	P	1		144.90	144.90	84	84
	520	1076	295	00	N	9		18,701.41	18,701.41	84	84
	520	1076	296	00	N	9	10,900.40CR	963,873.46CR	1,569,118.48CR	83	85
	520	1076	297	00	N	9		33,209.98	79,546.12	83	85
	520	1076	298	00	N	9	10,900.40	911,962.07	1,470,870.95	83	85
	520	1076	900	00	P	1	3.06	2,781.29	5,734.41	83	85
	520	1076	904	00	P	1	2,232.54	118,946.58	190,676.35	83	85
	520	1076	915	00	P	1			119.29	83	84
	520	1076	920	00	P	1			166.93	83	84
	520	1076	928	00	N	1	.05CR	10.94	54.38	83	85
	520	1076	940	00	P	1		4,442.95	4,750.65	83	85
	520	1076	941	00	P	1	.65	8.25	82.98	83	85
	520	1076	942	00	P	1	1.30	467.30	491.88	83	85
	520	1076	944	00	P	1		91.80	357.75	83	85
	520	1076	945	00	P	1	739.94	865.54	1,002.15	83	85
	520	1076	946	00	P	1	.26	297.57	297.57	84	85
	520	1076	948	00	P	1	8.54	104.53	186.08	83	85
	520	1076	950	00	P	1	.30	67.58	841.54	83	85
	520	1076	985	00	P	1	.47CR	103.51	103.51	84	85
			TOT		P1		32,508.68CR	917,442.19	1,626,516.19		
			TOT		P8			5,835.00	5,835.00		
			TOT		N1		.05CR	510.94	555.38		
			** JOB TOTALS **				32,508.73CR**	923,788.13 **	1,632,905.57 **		
ELK CITY	CONT NO 9623 =		FA PROJ NOS RS	A525003 100						STATE	
	521	1015	201	00	P	1			288,344.00	83	84
	521	1015	206	00	N	1			24.91	84	84
	521	1015	270	01	P	1			1,053.09	83	84
	~~521~~	~~1015~~	~~296~~	~~00~~	~~N~~	~~9~~	~~76.03CR~~	~~5,000.45~~	~~305,526.72CR~~	83	85
	~~521~~	~~1015~~	~~297~~	~~00~~	~~N~~	~~9~~			~~31,433.80~~	83	84
	~~521~~	~~1015~~	~~298~~	~~00~~	~~N~~	~~9~~	~~76.03~~	~~5,000.45CR~~	~~274,091.92~~	83	85
	521	1015	900	00	P	1	6.67CR	1,478.39	36,424.60	83	85
	521	1015	900	00	N	1			8,543.16	83	85
	521	1015	920	00	P	1			38.16	83	84
	521	1015	940	00	P	1			4,267.34	83	84
	521	1015	944	00	P	1	.18CR	46.12	49.95	83	85

2663

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building , Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. RS-A525(3)
PROGRAM APPROVED	VOUCHER PERIOD From: 6/08/82 To: 3/18/86

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
075	7,219.17	7,219.17	.8183	5,907.45	5,907.45	-0-
075	343,903.56	332,043.71	.8179	271,578.55	271,578.55	-0-
	351,122.73	339,262.88	-----	277,486.00	277,486.00	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 11/18/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

MEMORANDU

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	ELK CITY SECTION COUNTY ROAD IN LINCOLN COUNTY					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 7,219.17	
	Construction Type Code I000 Roadway (Sta. 54+00 to Sta. 156+10)					
	Final Contract Payment Summary	Lump Sum			$287,624.00	✓
SFO#1	Permanent Pavement Striping (State)	All Required			1,053.09	✓
	TOTAL PARTICIPATING CONSTRUCTION COST				$288,677.09	
	Construction Engineering					
	State	All Required			$ 43,301.56	✓
	Misc. Project Cost					
	Monitor Equal Opportunity Employment	All Required			$ 65.06	✓
	TOTAL PARTICIPATING PROJECT COST				$339,262.88	
	Non Participating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 720.00	✓
	Interest on Final Payments	All Required			24.91	✓
	Construction Engineering	All Required			11,114.94	
	TOTAL NON PARTICIPATING PROJECT COST				$ 11,859.85	
	TOTAL PROJECT COST				$351,122.73	
	Prepared based on Participating Cost as shown on the Federal Billing as of 11/06/86.					
	AMOUNT CARRIED FORWARD					

9623

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 7-406

PROJECT REPORT NUMBER

MODIFICATION NUMBER 4

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State Oregon

County Lincoln

Project Number RS-A525(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 352,800	$ 346,600
Federal funds	$ 288,695	$ 283,622
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of JUL, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 15, 1986

FEDERAL AID PROJECT NO. RS-525(3)

ELK CITY SECTION
COUNTY ROAD
LINCOLN COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering	All Required	$	9,800.00

TYPE CODE 1000
ROADWAY (STA. 54+00 TO 156+10)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Pilot Car	$ 30.00	200	$ 6,000.00	113.34	$ 3,400.00
3/4"-0 Aggregate Base	7.00	4,500	31,500.00	4,071.43	28,500.00
		Subtotal	$87,930.00		$31,900.00

Subtotal of previous estimate of March 27, 1984	$	343,000.00
Total Decrease		6,200.00
Total	$	336,800.00

Length of Project		1.90 mi.
Cost of Roadway Per Mile	$	177,263.16

SUMMARY OF FUNDS

Description	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds	County Funds
P.E.	075	81.83	$ 9,800	$ 8,019	$ 890	$ 891
Roadway	075	81.83	336,800	275,603	30,598	30,599
Total			$ 346,600	$ 283,622	$ 31,488	$ 31,490

Sub. Job 010: 0% Sub. Job 011: 100%
Contract No. C09623
Prefix No. C521-1911: C521-1015

DDB:bkb

9623

STATE COPY

F

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-144	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 4-12-84	County Lincoln
MODIFICATION NUMBER 23		Project Number RS-A525(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 1 , 19 82 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 326,000.00	$ 352,800.00
Federal funds	$ 274,783.00	$ 288,695.00
Other revisions		

This modification is made for the following reasons:
To include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April , 1984 .

Oregon State Highway Division
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

xxx For H. S. Coulter

State Highway Engineer
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON, MARCH 27, 1984

FEDERAL AID PROJECT NO. RS-A525(3)

Elk City Section
County Road in Lincoln County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE P.E.
Preliminary Engineering

Preliminary Engineering	All Required		$9,800.00
		Total	$9,800.00

TYPE CODE I-000
Roadway (Sta. 54+00 to Sta. 156+10)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Flagmen	20.00	400	8,000.00	500	10,000.00	
Coarse Aggregate Base	7.20	8,290	59,688.00	9,810	70,632.00	
		Subtotals	67,688.00		80,632.00	
					Increase	$ 12,944.00
					Subtotal of Prev. Estimate	289,328.00
					Subtotal	302,272.00
					Engineeing	40,728.00
					Total	$343,000.00

SUMMARY OF FUNDS (81.83%)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 9,800.00	$ 8,019.00	$ 890.00	$ 891.00
Roadway	343,000.00	280,676.00	31,162.00	31,162.00
Total	$352,800.00	$288,695.00	$32,052.00	$32,053.00

Group 1 - 100%
Contract No. 9623
Prefix 521-1911
Prefix 521-1015

RHZ:mld

96-3

STATE COPY S

• TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	8-88
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	x2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

8-19-83

State: Oregon
County: Lincoln
Project Number: RS-A525(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 299,860.00	$ 326,000.00
Federal funds	$ 245,375.00	$ 274,783.00
Other revisions		

This modification is made for the following reasons: to include increase in construction costs, and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 19th day of August, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XRX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon August 11, 1983

Federal-Aid Project No. RS-A525(3)

Elk City Section
County Road in Lincoln County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 9,800.00
		Total	$ 9,800.00

Type Code I000
Roadway (Sta. 54+00 to Sta. 156+10)

Subtotal of previous estimate of May 27, 1983			$ 255,560.00
Previous Estimate			
Coarse Aggregate Base	3,600 Ton	7.20	$ 25,920.00
Revised Estimate			
Coarse Aggregate Base	8,290 Ton	7.20	$ 59,688.00
		Increase	$ 33,768.00
		Subtotal	$ 289,328.00
		Engineering	36,672.00
		Total	$ 326,000.00

Length of Roadway	1.934 mi.
Cost of Roadway Per Mile	$ 168,562.56

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 9,800.00	$ 8,019.00	$ 890.00	$ 891.00
Roadway	326,000.00	266,764.00	29,618.00	29,618.00
Total	$ 335,800.00	$ 274,783.00	$ 30,508.00	$ 30,509.00

Group 1	100%
Contract No.	9623
Prefix:	521-1911
Prefix:	521-1015

9623

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 6-67		County Lincoln
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number RS-A525(3)
MODIFICATION NUMBER 1	6-8-83	

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 9,800.00	$ 299,860.00
Federal funds	$ 8,019.00	$ 245,375.00
Other revisions		

This modification is made for the following reasons: to add the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of June, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XRX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 27, 1983

Federal-Aid Project No. RS-A525(3)

Elk City Section
County Road in Lincoln County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required		$ 9,800.00
			Total	$ 9,800.00

Type Code 1000
Roadway (Sta. 54+00 to Sta. 156+10)

Mobilization		All Required		$ 750.00
Temporary Protection and Direction of Traffic		All Required		1,000.00
Temporary Signs	195	Sq. Ft.	5.00	975.00
Temporary Barricades	2	Each	95.00	190.00
Flagmen	400	Hour	20.00	8,000.00
Pilot Car	200	Hour	30.00	6,000.00
Watering	100	M-Gal.	.10	10.00
3/4"-0 Aggregate Base	4,500	Ton	7.00	31,500.00
Coarse Aggregate Base	3,600	Ton	7.25	25,920.00
Class "B" Asphalt Concrete Mixture	6,500	Ton	16.66	108,290.00
Asphalt Cement in Mixture	400	Ton	172.00	68,800.00
Extra for Asphalt Approacnes	33	Each	75.00	2,475.00
				$ 253,910.00

Anticipated Items

Permanent Pavement Striping	All Required		$ 1,650.00
		Subtotal	$ 255,560.00
		Engineering	34,500.00
		Total	$ 290,060.00

Length of Roadway	1.934 mi.
Cost of Roadway Per Mile	$ 149,979.32

SUMMARY OF FUNDS (81.83%*)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 9,800.00	$ 8,019.00	$ 890.00	$ 891.00
Roadway	290,060.00	237,356.00	26,352.00	26,352.00
Total Cost	$ 299,860.00	$ 245,375.00	$ 27,243.00	$ 27,243.00

Group 1	100%
Contract No.	9623
Prefix:	521-1911
Prefix:	521-1015

*Clause A

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-173	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** June 15 '82	State Oregon County Linn Project No. RS-A525(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 2 mi. S.E. of Toledo

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6/8/82	1.9
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 81.83%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,800.00	$ 8,019.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Program Management Engineer
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUN 18 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-175	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** June 18 82	State Oregon County Linn Project No. RS-A525(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Approx. 2 mi. S.E. of Toledo

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6/8/82	1.9
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 81.83%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 9,800.00	$ 8,019.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Program Management Engineer
(Title)
xxx For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator JUN 18 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

Gen. File

Oregon State Highway Division
Salem, Oregon June 16, 1982

Federal-Aid Project
No. RS-A525(3)

Elk City Section
County Road in ~~Linn~~ Lincoln County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$9,800.00
	TOTAL	$9,800.00

Length of Project ----------- 1.9 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 9,800.00	$ 8,019.00	$ 890.00	$ 891.00
Retain in Program Status				
Contract Work	192,200.00	157,277.00	17,462.00	17,461.00
TOTAL	$202,000.00	$165,296.00	$18,352.00	$18,352.00

Group 1 100%
Prefix: 521-1911

9623 jc cc: OSHD (Rulien) 9623 **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Lincoln	DIVISION Oregon
DATE OF REPORT March 12, 1986	REPORT MADE BY 3-12-86 C. O. Fredrickson, Construction Engineer		PROJECT NO. RS-A525(3)
COMPLETION DATE (Actual) August 25, 1983	ACCEPTANCE DATE BY CONRTACT AGENCY April 19, 1984	TIME ELAPSED 95 %	CONTRACT TIME 100 CD

LOCATION

Elk City Section of FAS A525 (Elk City Road) approximately one mile west of Elk City

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of aggregate base and asphalt concrete pavement.

   B. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Road & Driveway Co.

3. Contract Amount: $288,344.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 19 '86
REFER TO Fredrickson
FOR

ojy 3/21

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE Original signed by E. T. CHRISTIANSON	
TITLE Area Engineer	DATE MAR 18 1986	TITLE Field Operations Engineer	DATE MAR 18 1986

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

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               520    1076    941     00 P 1          .09                            491.28    83
               520    1076    942     00 P 1         1.30         467.70            757.75    83
               520    1076    944     00 P 1                       91.80          1,002.15    83
               520    1076    945     00 P 1       739.94         865.54            297.57    84
               520    1076    946     00 P 1          .26         297.57            186.08    83
               520    1076    948     00 P 1         8.54         104.53            841.54    83
               520    1076    950     00 P 1          .30          67.58            103.51    84
               520    1076    985     00 P 1          .47CR       103.51
                              TOT     P1       32,508.68CR    917,442.19      1,626,516.19
                              TOT     P8                        5,835.00          5,835.00
                              TOT     N1              .05CR       510.94            554.78
                           ** JOB TOTALS **    32,508.73CR**  923,788.13 **   1,632,905.57 **
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                                                                                      STATE
ELK CITY       CONT NO 9623 = FA PROJ NOS RS  A525003 100                 288,344.00    83
               521    1015    201     00 P 1                                 24.91    84
               521    1015    206     00 N 1                              1,053.09    83
               521    1015    270     01 P 1                            305,525.72CR  83
               521    1015    296     00 N 9        76.03CR     5,000.45     31,433.30    83
               521    1015    297     00 N 9                            274,091.92    83
               521    1015    298     00 N 9        76.03       5,000.45CR   36,424.60    83
               521    1015    900     00 P 1         6.67CR     1,478.39      2,543.16    83
               521    1015    900     00 N 1                                 38.16    84
               521    1015    920     00 P 1                              4,267.24    83
               521    1015    940     00 P 1                                 49.95    83
               521    1015    944     00 P 1          .18CR        46.12
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6-85

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ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                   JUNE 1985        PAGE  436
                                                            FISCAL         GRAND TOTAL     ACT VE
    DESCRIPTION          PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE      TO DATE       BEG
               521    1015    945     00 P 1        43.64         239.46          1,558.31    83
               521    1015    946     00 P 1         2.00CR       442.81          2,246.98    83
               521    1015    950     00 P 1                                    1,103.96    83
               521    1015    985     00 P 1                                       65.06    83
                              TOT     P1            34.79       2,206.78        335,151.45
                              TOT     N1                                        8,568.07
                           ** JOB TOTALS **         34.79 **    2,206.78 **     343,719.52 **
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9623

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                                                                                      STATE
STEER CREEK-NASH HILL   CONT NO 9624   FA PROJ NOS RS  A531001 100
               521    1016    201     00 P 1                    331,291.15      622,249.87    83
               521    1016    201     00 N 1                      2,325.00        2,325.00    84
               521    1016    203     00 P 1                     11,925.00CR     19,575.00CR  83
               521    1016    204     00 P 1                      2,834.56CR     17,000.00CR  83
               521    1016    270     01 P 1          .93CR       1,313.14        1,313.14    84
               521    1016    296     00 N 9        18.32CR     321,743.10CR    648,070.59CR  83
               521    1016    297     00 N 9                     28,131.11       65,912.53    83
               521    1016    298     00 N 9        18.32       293,611.99      582,158.06    83
               521    1016    900     00 P 1        92.74CR      24,714.79      105,814.62    83
               521    1016    900     00 N 1                                      485.66    83
                                                      .14CR          30.14           49.17    83
```

9623

June 28, 1984

J. W. McCracken, Jr.
Attorney at Law
620 Citizens Building
975 Oak Street
Eugene, OR 97401-3120

CON 5
#9623

Dear Mr. McCracken:

Thank you for your letter of June 12, 1984, on behalf of American Barricade Co., Inc., informing us that they have been paid in full by J and J Fencing, Inc.

This was in connection with the Road & Driveway Co. Contract No. 9623 for the Elk City Section of FAS A525 in Lincoln County.

This information will be noted in our records and we will advise the surety and the contractor.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKM:kjm
cc: Road & Driveway Co.
PO Box 730
Newport, OR 97365

Industrial Indemnity Company
421 SW Sixth Avenue
Portland, OR 97204

NOTED ON CARD
6/28/84
km

J. W. McCRACKEN, JR.
ATTORNEY AT LAW
620 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401-3120

AREA CODE 503
TELEPHONE 686-2321

June 12, 1984

Oregon Department of Transportation
121 Transportation Building
Salem, OR 97310

Attention: Robert W. Gormsen, Commission Services

Re: CON 5 #9623
Claimant American Barricade Co., Inc.
Prime Contractor Road & Driveway Co.
Insurer Industrial Indemnity Co.
Amount $1,921.59

Dear Mr. Gormsen:

Please be advised that my client, American Barricade Co., Inc., has been paid in full by its debtor, J & J Fencing, Inc.

Sincerely yours,

J. W. McCRACKEN, JR.

JWM/kmg
cc: American Barricade Co., Inc.
Road & Driveway Co.
Michael J. Kavanaugh, Esq.
Industrial Indemnity Co.
J & J Fencing, Inc.

RECEIVED
JUN 14 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9623

CL 84-84

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 25 1984
NORMA PAULUS
SECRETARY OF STATE

May 23, 1984

IN REPLY REFER TO FILE NO.:
CON 5
#9623

Mr. J. W. McCracken, Jr.
Attorney at Law
620 Citizens Building
975 Oak Street
Eugene, OR 97401-3120

Dear Mr. McCracken:

This will acknowledge your letter of May 11, 1984, with attached Notice of Claim from American Barricade Co., Inc., concerning the following Highway Division contract:

FILED BY:	American Barricade Co., Inc.
AMOUNT:	$1,921.59
FOR:	Materials
AGAINST (Prime contractor)	Road & Driveway Co.
CONTRACT NO.:	9623
PROJECT:	Elk City, FAS A525 (Elk City Rd.), Lincoln County
SURETY:	Industrial Indemnity Co.
AGENT:	Alfred J. Davis Co.

This contract was completed on March 5, 1984, and accepted by the State on April 19, 1984.

We will advise the surety and the prime contractor of the receipt of this claim. We note you have filed it with the Secretary of State.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

RECEIVED
MAY 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
5-30-84 kjm

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

cc: Road & Driveway Co.
P.O. Box 730
Newport, OR 97365

Industrial Indemnity Co.
Attn: Bond Department
421 SW 6th
Portland, OR 97204

bc: Secretary of State - P.S. Please advise us of your filing date and number of the attached claim on the enclosed copy of this letter. Claim filed directly by attorney.

J. W. McCRACKEN, JR.
ATTORNEY AT LAW
620 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401-3120

AREA CODE 503
TELEPHONE 686-2321

May 11, 1984

Mr. Vern Hahn
Internal Audit Manager
State Transportation Department
406 Transportation Building
Salem, OR 97310

Dear Mr. Hahn:

Enclosed is a notice of claim, pursuant to ORS 279.528, given on behalf of my client American Barricade Co., Inc. in connection with State of Oregon Contract No. 9623.

Please advise the date upon which the work of the contract was accepted by the Department.

Thank you.

Sincerely yours,

J. W. McCRACKEN, JR.

JWM/kmg
Enclosure
cc: American Barricade Co., Inc.

CE ...... CAE ...... RECEIVED LS ...... TC ......
COE ...... OM ...... SA ...... CC ......
CA .... MAY 16 1984 FE ....
CAM .... MA ....
CP .... CONSTRUCTION DCS ....
EEO .... SECTION FILE ....

RECEIVED
MAY 18 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
MAY 15 1984
HIGHWAY ACCOUNTING

RECEIVED
DOT FINANCE BRANCH
MAY 14 1984
CH PL DV LG
EMPRS FSPS ACTG

NOTICE OF CLAIM

TO: Vern Hahn
Internal Audit Manager
State Transportation Department
406 Transportation Building
Salem, OR 97310

Notice is hereby given that American Barricade Co., Inc. has a claim for signs, barricades and other materials furnished by American Barricade Co., Inc. in the sum of $1,921.59 against the bond taken from Road & Driveway Co. as principal and Industrial Indemnity Company as surety upon the bond for the work of State of Oregon Contract No. 9623, a contract for road repair in the vicinity of Elk City, Oregon.

Dated: May 11, 1984.

J. W. McCracken Jr.
J. W. McCRACKEN, JR.
Attorney for American Barricade Co., Inc.

cc: Road & Driveway Co.
Industrial Indemnity Co.
J & J Fencing, Inc.
Secretary of State
American Barricade Co., Inc.

RECEIVED
MAY 16 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

J. W. McCRACKEN, JR.
ATTORNEY AT LAW
620 CITIZENS BUILDING
975 OAK STREET
EUGENE, OREGON 97401
686-2321

F

April 24, 1984

Industrial Indemnity Company
421 SW 6th Avenue
Portland, OR 97204

CON 3
#9623

Gentlemen or Ladies:

Contract No. 9623 awarded to Road & Driveway Co. for work on the Elk City Section of FAS A525 (Elk City Road) in Lincoln County was completed on March 5, 1984, and accepted by the State Highway Division on April 19, 1984.

Final payment in the amount of $1,916.30 will be released to the contractor after April 30, 1984. The total contract amount is $288,344.00, and no work was performed under force account.

No claims for labor or material have been filed with us against the bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

cc: Road & Driveway Co.
PO Box 730
Newport, OR 97365

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
Duane Christianson

9623

FAS A 525 N

2-15-84

OREGON STATE HIGHWAY DIVISION

Project Manager's Narrative Report

of

ELK CITY SECTION

located in

Lincoln County

Contract No. 9623

Contractor: Road and Driveway Co.

Project Manager: Charles W. Elroy

Page 1 of 3

1 Vorsteeg ✓
Anderson
2 Adams
(kr) ty Massoh
Stoudenmeyer
Turpin
Trout
Wehnelly

RECEIVED
FEB 15 1984
ROAD DESIGN SECTION

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NOTED
N. E. MANN

Stoudenmeyer & Hartle } Both retired

Introduction:

The Elk City Section of the Elk City County Road No. FAS A525 is a federally aided project located in Lincoln County, starting 6.8 miles east (M.P. 4.76) of the city of Toledo and ending at M.P. 6.76 in the town of Elk City. Total length of the project is 1.9 miles

Except for expounding on the following items, this Base and Paving project was constructed without incident.

Coarse Aggregate Base (1½-0)

Before the project was advertised for bids the County requested that the base aggregates be included in the contract work. To ascertain the quantities necessary to do this work, it was recognized that to thoroughly check the existing roadbed the field work would be extensive. Three major reasons for not running centerline or taking cross-sections on the 1.9 miles of roadway are as follows:

1. Field engineering costs would be high and would significantly reduce the construction monies available.

2. The county was well satisfied that the existing roadbed had been constructed to plan depth and grade a few years previously.

3. There was a real push by Final Design to expedite the project for an early contract letting. To keep the project within Lincoln County's budget for matching R.S. funds, Region's Location unit elected to use a typical section (for quantity calculations) with the following dimensions for depth and width:

    A) Existing aggregate surfacing = 30'∓.

    B) 2-12' travel lanes with 2-2' shoulders for a total overall width of 28'.

    C) Coarse aggregate base (compacted thickness) variable depth for a total of 14 inches.

    D) Two inches of 3/4"-0 aggregate base under the pavement for leveling course, 6" on the shoulders.

Several years of maintenance on this stretch of roadway took its toll on the curve super elevations. No longer did one have a true grade. It is the building up of these curve supers, plus extra width for mailbox turnouts, that required the excessive amounts of aggregate base overrun.

The County Engineer was notified early in the contract work as to the expected overrun and after consulting with the Board of Commissioners was told that they had enough monies to pay for their share of the overrun costs and for the State to continue with the base and paving.

Class "B" Asphalt Concrete Mixture

Despite Contractor's efforts to keep aggregates within the specification's gradation tolerances he could not consistantly do so. Because of these gradation tolerance inconsistancies the contractor was penalized with a price reduction for failure to achieve substantial compliance, but was allowed to incorporate the material as it was suitable for the use intended.

Asphalt Cement in Mixture

Some problems arose in keeping the asphalt percentages within specifications. However, these percentages are considered suitable for the use intended and are acceptable with a price reduction.

Utilities

No utilities were in conflict on this project.

Overruns

Overruns were mainly in two areas. "Coarse Aggregate Base" (see aggr. base under roadwork) and Engineering. Engineering overrun was due to the following:

1. The large base rock overrun caused additional surveying, testing, truck weighing, ticket taking, and inspection; with many of the engineering hours being assessed at overtime rates.

2. An excess amount of engineering monies were needed for laboratory testing and inspection due to problems caused from out of specification materials.

General

An excessive amount of State engineering and supervision was needed in obtaining the final accepted product. It is my opinion that Lincoln County, through the joint efforts of the Contractor and State Highway Division personnel, has completed a well constructed roadway that will serve out of town visitors and the tax payers of Lincoln County maintenance free travel for many years.

Charles W. Elroy

Charles W. Elroy
Project Manager

CWE/DLJ/ais

STATEMENT OF OVERRUNS AND UNDERRUNS

Item	Unit	Original Authorization	Second Authorization	Semi-Final(%+or-	
		"Summary"			
Bid Items	$	254,630.00	295,000.00	293,461.63	-0.
Anticipated Items	$	1,650.00	1,053.57	1,053.57	-44
Contingencies	$	11,532.60	83.80	0.00	-10
Engineering	$	23,065.20	50,000.00	48,000.00	-4%
Credits	$			±5,000.00	
Total		290,877.80	346,977.80	337,515.20	-3%

RECEIVED
FEB 15 1984
ROAD DESIGN SECTION
Do Not File ☐
Return To
Bring Up
Action

9623

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Elk City

WEEK ENDING: Feb. 11, 1984

SECTION PREFIX: 521-1015

HIGHWAY: FAS A525 (Elk City Road)

COUNTY: Lincoln

NAME OF JOB: Elk City Section

KIND OF WORK: Base and Paving

CONTRACTOR: Bob Wienert - Road & Driveway

CONTRACT NUMBER: 9623

FEDERAL AID PROJECT NUMBER: RS-A525 (3)

DATE OF CONTRACT: May 11, 1983

DATE WORK STARTED: July 5, 1983

ESTIMATED COMPLETION DATE: August 25, 1983

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 100

CALENDAR DAYS USED: 95

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 95%

PROJECT AUTHORIZATION: $ 346,977.80

EXCLUSIVE OF ENGINEERING: $ 296,977.00

ENGINEERING AUTHORIZATION: $ 50,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 293,461.63

ENGINEERING COST TO DATE: $ 49,400.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 1 %

PERCENT OF AUTHORIZATION: 99 %

DATE PROJECT WAS COMPLETED: August 25, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted Feb. 2, 1984. Third notification will not be submitted until we receive signed price agreement and a letter of "Certification of Job Completion") from the contractor.

FINAL REPORT

SIGNED Charles W. Elroy LOCATION Newport, Ore.

Charles W. Elroy, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

76-3

November 14, 1983 PRO

Mr. Joe Steere
Director of Public Works
880 NE 7th St.
Newport, OR 97365

Subject: Additional Advance Deposit
Elk City Section on FAS-A525
Lincoln County
Project #RS-A525(3)

Dear Mr. Steere,

During the construction of this project it was agreed that additional rock was to be placed by the contractor as part of contract. This resulted in an increase in the cost of the project by \$56,100.00. The additional advance deposit to cover this increase is:

\$56,100 X 0.09 = \$5,049 Rounded to \$5,100.00

Please make this additional advance deposit in the amount of \$5,100.00 and submit by one of the three options on the attached sheet.

Very truly yours,

Gary A. Potter, Manager
Program Section

HR:bkb
bcc: (w/attachment)
Phil Stearns - Region 2
Vern Skoog - Please return completed AD 83-109 when the additional advance deposit is received.

96...

DATE: October 3, 1983

TO: Oregon Transportation Commission CON

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Elk City Section
FAS A525 (Elk City Road), Lincoln County
Contract No. 9623

This federal-aid base and paving project is essentially completed and it is now apparent that the final cost will exceed the project authorization by $56,100 or 19.3 percent.

The basic cause of the overrun of this job was an increase in the amount of coarse aggregate base material. The project was originally intended to be for paving only, to be placed on a base which was furnished and prepared by Lincoln County. At the request of the County, the project was later revised to include the base construction. Quantities were estimated without benefit of adequate field information and resulted in insufficient material being provided to construct the job to the required line and grade. The additional base material added approximately $45,000 to the cost of the project. The county was advised of this large overrun and the need for extra monies from them to pay for the extra base rock. County representatives said they were aware of the situation and gave their authorization to increase the quantities.

The primary reason for the balance of the overrun is the construction engineering required to provide the necessary surveying, material testing and inspection, and general oversight for the project including extensive testing on the increased amount of aggregate base material.

There are sufficient funds available in the category of work and all the increase, except $5,453, is eligible for federal participation.

I recommend that the authorization be increased by $56,100 to a new total of $346,977.80. This matter will be on the consent calendar for the October 11 meeting.

HHP:mk st

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

9623

Elk Creek Project
Lincoln Co

The project was transmitted to Location on August 24, 1982. The county stated in their letter to P.O. Stearns, dated August 20, 1982, that they would place the aggregate base. The county reserved the option to do the leveling course to reduce the cost if necessary.

In February of 1983 the county requested that the additional base aggregate be included in the contract work.

Early on we recognized that the field work necessary to thoroughly check the existing roadbed would be extensive. There were three major reasons for not running the six miles of centerline and cross-sections.

a) The cost would be very high and would significantly reduce the construction money available.

b) The county was satisfied that the existing roadbed was constructed to plan depth and grade.

c) There was a real push to expedite the projects for letting in 1982.

To prevent a reoccurrence of this predicament, I recommend the following:

a) When preliminary estimates prove too low to accomplish the work requested, we reduce the work accordingly.

b) We sould plan to do the full amount of engineering necessary.

c) We should thoroughly review the standards to be met when a project is reprogrammed for other funding.

d) We should determine the applicants commitments early and advise them of the possible cost and consequence of changing.

I feel we got stung on these jobs by the chain of changing guidelines.

cc Bill Kappus — Per your request

G Wimer

DOC.
✓ Don Harwell
Chuck Elroy
Hal Reynoldson

DT/mk

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
OCT 4 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

NH

9623

STATE OF OREGON
Highway Construction

INTEROFFICE MEMO
378-6318
FILE: CON 5

TO: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

DATE: September 28, 1983

FROM: O. B. Jackmond
O. B. Jackmond, P.E., P.L.S.
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Elk City Section
FAS A525 (Elk City Road), Lincoln County
Contract No. 9623

NOTED
H.S.COULTER

This federal aid base and paving project is essentially completed and it is now apparent that the final cost will exceed the project authorization by $56,100.00 or 19.3 percent.

The basic cause of the overrun of this job was an increase in the amount of coarse aggregate base material. The project was originally intended to be for paving only, to be placed on a base which was furnished and prepared by Lincoln County. At the request of the County the project was later revised to include the base construction. Quantities were estimated without benefit of adequate field information and resulted in insufficient material being provided to construct the job to the required line and grade. The additional base material added approximately $45,000 to the cost of the project. The county was advised of this large overrun and the need for extra monies from them to pay for the extra base rock. County representatives said they were aware of the situation and gave their authorization to increase the quantities.

The primary reason for the balance of the overrun is the construction engineering required to provide the necessary surveying, material testing and inspection, and general oversight for the project including extensive testing on the increased amount of aggregate base material.

There are sufficient funds available in the category of work and all the increase, except $5,453.00, is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $56,100.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
Charles Elroy
R. D. Church
D. E. Swan

81-125-1367

[illegible]

June 9, 1983

Road & Driveway Company
P.O. Box 730
Newport, OR 97365

CON 5
#9623

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 9623 for work on the Elk City Section of the FAS A525 (Elk City Rd) Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bk

Enclosure

cc: Industrial Indemnity Co.
421 SW 6th Avenue
Portland, OR 97204

bc: C. T. Keasey
Walt Hart
Robert Church
Janice Peterson
C. O. Fredrickson (Contract signature pages att.)
Charles Elroy

CRUSHED ROCK
EXCAVATING
RIPRAP, PIT RUN

ROAD & DRIVEWAY CO.
P.O. BOX 730
NEWPORT, OREGON
265-9441

ASPHALT PAVING
HAULING
PORTABLE CRUSHING

ELK CITY SECTION BASE & PAVING #9623.

Detailed Accounting

Item Number	Item name	Company Name	Amount
1.	Mobilization	Road & Driveway Co.	$ 750.00
2.	Temp. Protection & Direction of Traffic	Road & Driveway Co..	1,000.00
3.	Temporary Signs	Road & Driveway Co.	975.00
4.	Temp. Barricades	Road & Driveway Co.	190.00
5.	Flagmen	J. & J. Fencing	8,000.00
6.	Pilot Car	J. & J. Fencing	6,000.00
7.	Watering	Road & Driveway Co.	10.00
8.	3/4 "-0 Base	Road & Driveway Co.	31,500.00
9.	Coarse Base	Road & Driveway Co.	25,920.00
10.	Class B Asphalt	Road & Driveway Co.	108,290.00
11.	Asphalt Cement in mixture	Road & Driveway Co.	68,800.00
12.	Extra Asphalt Approaches	Raod & Driveway Co.	2,475.00
13.	Single Mailbox Supports	J. & J. Fencing	720.00
			$254,630.00

Companies doing work on the Elk City Job:

J. & J. Fencing	694 N. 34th	Springfield,	OR	97477	746-6227
Road & Driveway Co.	P O Box 730	Newport,	OR	97365	265-9441

cc Kay Turner

RECEIVED
APR 19 [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9623

April 19, 1983

Honorable G. E. Stewart
Chairman, Lincoln County
Board of Commissioners
225 W. Olive Street
Newport, OR 97365

Attn: Mr. Joe Steere
County Engineer

Gentlemen:

On April 14, 1983 the Highway Division received a satisfactory bid from Road and Driveway Co., P.O. Box 730, Newport, OR 97365 for the Elk City Section on FAS-A525. This is an FAS-C Project No. RS-A525(3). Based upon the Contractor's Bid the County's advance deposit will be:

Contractor's Bid	$254,630.00
Permanent Striping	$ 1,650.00
4 1/2% Contingencies	11,532.60
9% Engineering	23,065.20
Total Construction	$290,877.80
Estimated PE Costs	7,000.00
Total Project Cost	$297,877.80

County Share of Project Costs 9% of $297,877.80 = $ 26,808.93

By rounding the County Advance Deposit will be $27,000.00

We will award the contract when we receive your advance deposit, which should be in this office no later than May 6, 1983.

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Awarded 11 May 1983 Inform Harvy + Stearns

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E., P.L.S.
Project Unit Engineer

HR:pf
Attachment
bcc w/AB # 83-19: Phil Stearns, Region 2
Vern Skoog - Please return completed AB # 83-19 when advance deposit is received.

9623

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A525(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20096

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/23/83

8. FEDERAL ROUTE NUMBER Secondary A525

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Elk City Section

11. GENERAL DESCRIPTION OF WORK
High type paving

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 3/21/83 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $350,100 Federal Funds $286,487 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof. (Clause A)

I accept the certification of Mr. Rod Henry dated 12/29/82 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
MAR 25 '83
REFER TO Potter
FOR
nfo | nvas | R/D | /R | ign | ct | File

Orig to 3/25

14. DATE 3/23/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

96-13

Section Elk City Programming Estimate $

Highway FAS A 52 (Elk City Rd.) Project Length 1.9 miles

County Lincoln Completion Time 100 cal. days

Kind of Work Base and Paving Est. Comp. Date 8-23-83

Prefix 521-1911 Letting Date April 14, 83 Project No. RS-A525(3)

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 3-7-83

Director
Asst. Dir.-Administration
Accounting (Highway)
Adminstrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers
Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs
Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number 2]
District Number
Resident Engineer

ATTENTION: Phil Stearns

FROM: Proj. Mngt.

COMMENTS: Please inform the County.

Form 731-0022 (6-80) SP°71282-734

CONSTRUCTION AUTHORIZATION

Contract Amount . . . . $ 298,220

. . . . 1,650

$ 1,650

Adjust Utilities:

Subtotal $ 299,870.00

Contingencies (4-1/2%) 13,494.15

Engineering (~~8~~, [✓ 9] ~~10~~%) 26,988.30

Subtotal $ 340,352.45

Credit for . . . .

Estimated Net Authorization, Construction . . . . $ 340 352.45

Est. P.E. Cost	10,000 00
APPROVED Est. total project Cost	350,352.45
Less Federal Share	308,309.76
Less State Share	21,021.15
∴ County share will be :-	$ 21,021.54

Section Elk City
Programming Estimate $
Highway FAS A 525 (Elk City Rd.)
Project Length 1.9 miles
County Lincoln
Completion Time 100 cal. days
Kind of Work Base and Paving
Est. Comp. Date 8-23-83
Prefix 521-1911
Letting Date April 14, 83
Project No. RS-A525(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 298,220

Anticipated Additional Items:

Royalty Payment. . . . .
Permit Fees . . . .
Slide Correction . . . .
Railroad Protective Costs . . . .
Other Railroad Costs . . . .
Permanent Signing . . . .
Permanent Pavement Striping. . . . .
Temporary Pavement Striping. 1,650
Remove Pavement Striping (Exist. & Temp.) . . . .
Temporary Erosion Control . . . .
State Furnished ______ . . . .
Roadside Seeding & Mulching . . . .
Asphalt Cement Adjustment. . . . .
On the Job Trainees ($0.80 x ____ hrs.) . . . .
State Responsibility for Damages . . . .
Signal Controller Testing . . . .
"OPTICOM" Testing . . . .
Bikeway Signs . . . .
Bikeway Striping & Legend . . . .

Adjust Utilities:

$ 1,650

Subtotal $ 299,870.00

Contingencies (4-1/2%) 13,494.15

Engineering (~~8~~, [✓ 9] ~~10~~%) 26,988.30

Subtotal $ 340,352.45

Credit for ______ . . . . . .

Estimated Net Authorization, Construction . . . . $ 340 352.45

APPROVED

______
Road Design Engineer

Rev. 11/81

SUMMARY–BID SCHEDULE–COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section: Elk City Section			County: Lincoln		Sheet 1 of 1
Kind of Work: Base and Paving			Length: 1.9	Date: 2/19	Name: Bergstedt

No.	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization		All	All	—	10,000^{00}
	Temporary Protection and Direction of Traffic		All	All	—	4,000^{00}
	Temporary Signs		Sq.Ft.	195	6^{00}	1,170^{00}
	Temporary Barricades		Each	2	125^{00}	250^{00}
	Flagmen		Hour	400	22^{00}	8,800^{00}
	Pilot Car		Hour	200	28^{00}	5,600^{00}
	Roadwork					
	~~Embankment in Place~~		~~Cu.Yd.~~	~~100~~	~~10^{00}~~	
	Watering		M-Gal	100	10^{00}	1,000^{00}
	3/4"-0 Aggregate Base		Ton	4,500	8^{00}	36,000^{00}
	Coarse Aggregate Base		Ton	3,600 ~~3,500~~	8^{00}	28,800^{00}
	Class 'B' Asphalt Concrete Mixture		Ton	6,500	19^{50}	126,750^{00}
	Asphalt Cement in Mixture		Ton	400	175^{00}	70,000^{00}
	~~3/4"-0 Aggregate in Prime Coat~~		~~Cu.Yd.~~	~~210~~	~~11^{00}~~	
	~~MC 250 Asphalt in Prime Coat~~		~~Ton~~	~~40~~	~~175^{00}~~	
	Extra for Asphalt Approaches		Each	33	150^{00}	4,950^{00}
	Single Mail Box Supports		Each	9	100^{00}	900^{00}

COST ANALYSIS UNIT 2-23-83 BW

734-1736 (8-81)

THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 4-14-83

9623

8

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: December 28, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Construction Obligation
Item No. 20096
Project No. RS-A525(3)
Elk City Section
Lincoln County

It is the Oregon State Highway Division's present intention to receive bids for this project on January 27, 1983.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $310,000.00 with an obligation of $273,265.00 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

JLG:bks
cc: H. Reynoldson
Guy Johnson
General Files

Form 734-3122

9623

OF OREGON

F TRANSPORTATION

HWAY DIVISION

PROPOSED PROJECT

TY SECTION

(ELK CITY ROAD)

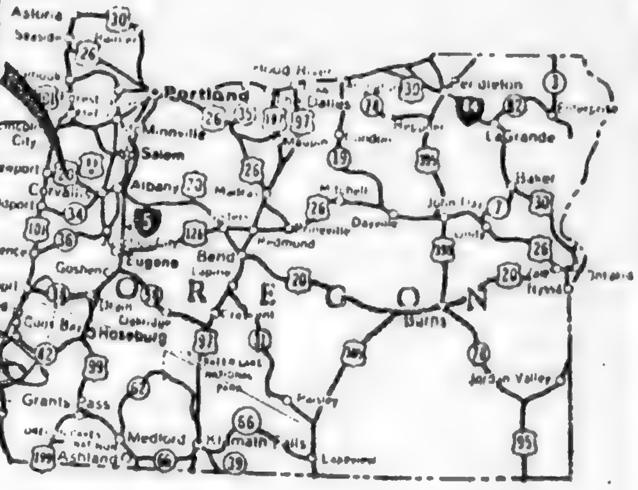
OLN COUNTY

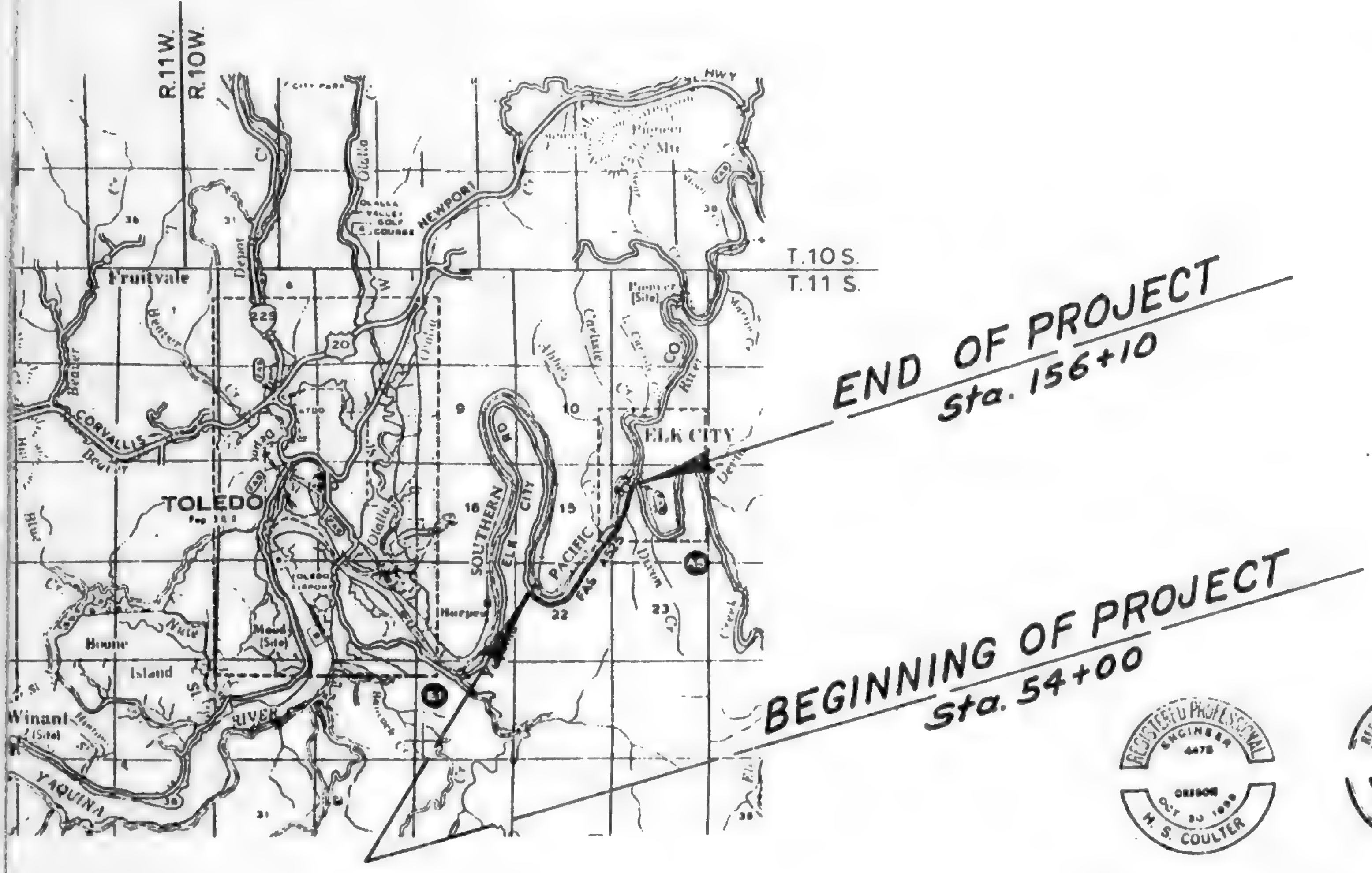
ELK CITY SECTION FAS A525(ELK CITY ROAD) LINCOLN COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAS-C FUNDS

PRELIMINARY COPY
OCT 15 1982
SUBJECT TO CHANCE
FINAL DESIGN UNIT

APPROVED 12-8, 19 82
BOARD OF COMMISSIONERS OF Lincoln COUNTY
BY Allen R. Stroud
COMMISSIONER
COMMISSIONER
COMMISSIONER


Astoria
Seaside
Portland
Pendleton
La Grande
Baker
Lincoln City
Newport
Corvallis
Waldport
Salem
Albany
Eugene
Bend
Florence
Reedsport
North Bend
Coos Bay
Roseburg
Burns
Ontario
Grants Pass
Gold Beach
Medford
Ashland
Klamath Falls
Lakeview
Jordan Valley
O R E G O N


R.11W.
R.10W.
T.10 S.
T.11 S.
NEWPORT
Fruitvale
CORVALLIS
TOLEDO
ELK CITY
SOUTHERN PACIFIC
ELK CITY RD
FAS A525
Boone Island
Winant
YAQUINA RIVER
END OF PROJECT
Sta. 156+10
BEGINNING OF PROJECT
Sta. 54+00

ketch Map
Miles
1 2

H. S. COULTER 4478 OCT 30 1959

EDGAR S HUNTER 4652 MAY 13, 1960

H. S. Coulter STATE HIGHWAY ENGINEER

E. S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
FIELD OPERATIONS ENGINEER DATE

9623

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 521

10-13-82

Attention: Right-of-way Section

Subject: Federal Aid Project No. RS-A525(3) Prefix 521-1911

Project Name Elk City Section
Toledo - Elk City Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☑ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☑ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ~~130~~ Newport, Oregon, this 13th day of October 19 82

County of Lincoln

Allen R. Strand
County Judge/Chairman

Commissioner

Commissioner

VOID AS OF 12-21-82
F. Lowe will send new cert. when R/W is clear.

Certified By:

Virgil Wilson
Regional Right-of-Way Supervisor
Date 12/17/82

Instructions: Complete A or B and C.
R/W File No. ______

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MJK ☐ DNH ☐
DEC 17 1982

REFERRED TO
FOR
FILE: PM FA LG.

[illegible]

File 521-1911

STATE OF OREGON **INTEROFFICE MEMO**

TO: Frank E. Terpin, P.E.
Location Engineer

DATE: August 24, 1982

FROM: Gerald Wimer, P.E. Gerald Wimer
Region Construction Engineer

SUBJECT: Elk City Section
Toledo - Elk City Co Rd FAS A525
Lincoln County
Prefix 521-1911

RECEIVED
AUG 26 1982
LOCATION SECTION

The following data is submitted for the subject project:

to Final Design 9-8-82

✓1 roll	Mylar Map & Typical Sections
✓1 roll	Cross-Sections
✓1 pad	Cost Estimate & Quantity Summary Narrative Report Locating Engineers Statement
✓1 pad	Project Photos
✓1 book	Field Notes
✓1 set	Plans, Co. Rd. No. 533, 1978 Widening & Realignment

The project has been prepared on the basis of the typical section requested by Lincoln County. This section of 2(12') paved travel lanes plus 2(2') aggregate shoulders was acceptable to Bill Kappus, FHWA.

Lincoln County asked that we include the 2" of aggregate leveling as a contract item. They would like the option of deleting this item and doing the work themselves at the time of preliminary plan review if:

a) The contract work cannot be accomplished this season.

b) It is necessary to reduce the contract cost to meet funding limitations.

The County will place the aggregate subbase necessary to meet the surfacing design requirements. They will also place the shoulder aggregate.

(?) The estimated cost of this project is $285,514. The estimated cost without the leveling course is $237,244. The programmed amount is $256,000. Lincoln County will contact Phil Stearns next week regarding the funding. ✓

to - City - County 8-26-82
Returned 8-27-82

DT:sr
Encl.

cc: Don Thurston
File

Typical section changed - but still is standard
to Bikeway Engr 8-30-82
absents of need ?

81-125-1367

File 521-1911

STATE OF OREGON **INTEROFFICE MEMO**
REGION 2 LOCATION OFFICE

TO: Frank E. Terpin, P.E.
Location Engineer

DATE: September 3, 1982

FROM: Don Thurston
Region Location Supervisor

Don Thurston

SUBJECT: Elk City Section
Toledo - Elk City Road
Lincoln County
Prefix 521-1911

Attached is a copy of a letter from Lincoln County pertaining to the subject project. This information should be forwarded to be included in the project data.

Joe Steere, County Engineer, was advised that FHWA would not approve a paved width less than that abutting the project. The paved width abutting this project is 24 feet which was okay with Mr. Steere.

DT:sr
Attch

cc: File w/attch

RECEIVED
SEP 03 1982
LOCATION
SECTION

NOTED
F. E. TERPIN

Contains Recycled Materials

LINCOLN COUNTY ROAD DEPARTMENT
County of Lincoln
Office of the County Engineer
Joseph D. Steere
~~Public Service Building~~
880 N.E. 7th St. ~~[illegible] S.W. 2nd Street~~
Newport, Oregon 97365
(503) 265-6611, Ext. 246

August 20, 1982

Mr. Phillip O. Stearns
Department of Transportation
Highway Division
2960 E. State Street
Salem, Oregon 97310

RE: FAS Projects - County Road #411 and #533

Dear Phil:

As discussed on August 19, 1982, the county wishes to proceed as follows:

1. The projects would be funded using the 82% federal, 9% state and 9% county formula.
2. The typical section will consist of two, 11-foot paved lanes with three foot rock shoulders for a total top width of 28 feet.
3. The county will place the needed aggregate subbase.

8-30-82
→ advised Joe we need to meet existing 24' pavement with same section → PS
(Okay)

4. The paving contract to be prepared will include the 2" leveling course.
5. The county may, at its option, ask that the leveling course be removed from the contract at the preliminary plan review stage. In this event, the county would anticipate placing the leveling course with its own forces.
6. The county wishes to complete the projects in 1982.

Additionally, it is my understanding that:

1. The aggregate subbase need not meet state specifications, but that it is to be of essentially the same quality as that already placed.

2. The leveling course is to meet state specifications.

Sincerely,

James H Buisman

James H. Buisman, P.E.
Assistant County Engineer

JHB:rg

NARRATIVE REPORT

ELK CITY SECTION

TOLEDO-ELK CITY RD FAS-A525
LINCOLN COUNTY

AUGUST 1982

HISTORY

The purpose of this survey is to prepare plans, specifications and cost estimate for surfacing County Road #533, (A525).

The County forces will place the aggregate subbase to the depth required by the surfacing design. They asked that we prepare the contract to include placing the 2-inches of aggregate leveling course.

The County would like to reserve the option of eliminating the leveling course and placing it themselves if:

a) The contract work cannot be accomplished this season.
b) It is necessary to reduce the contract cost to meet the program funding.

The County would like to keep this project and the Steer Cr - Nash Hill project as separate contracts. They feel that offering a smaller contract will give the local contractors an opportunity to do some of the work.

As constructed Plan/Profile of this section has been submitted by the County. The Plan/Profile shows the horizontal and vertical alignment.

ALIGNMENT

The overall length of the survey is 1.96 miles, beginning at County Sta 52+50 and continuing to Sta 156+10, following the existing alignment. By using the County stakes found, the centerline of road and its R/W stations were approximated.

TYPICAL SECTION

The typical section as proposed on the original project request from the County was for a 32' wide section of 2(11') paved travel lanes and 2(5') gravel shoulders. Field investigation revealed that it was not possible to get that top width throughout the project.

After consulting with the County a survey authority was submitted with a typical section of 2(12') paved travel lanes plus 2(2') aggregate shoulders. This typical was desired to try to place the project in 3R work.

It was determined that the project would not qualify for 3R work. Consequently the typical section was changed to 2(12') paved travel lanes plus 2(2') paved shoulders.

The project was prepared on that basis. We met with Lincoln County on August 19, 1982 to review the project. At that time the County requested we use one of the following two typicals:

2(12') paved travel lanes + 2(2') rock shoulders
or 2(11') paved travel lanes + 2(3') rock shoulders.

These proposed typical sections were discussed with Bill Kappus, FHWA, August 23, 1982. He gave verbal OK to use either section but would not approve a total paved width less than that abutting the project. The existing paving abutting this project is 24 feet. The section used is therefore 2(12') paved + 2(2') rock.

Curve widening on selected curves is included in the paving estimate.

The surfacing design was prepared after inspection of the existing base material. The design calls for:

4" AC Wearing & Base "Class B"
2" Aggregate Leveling Course
14" Aggregate Subbase*

*The existing materials are classified as aggregate subbase and vary in depth from 9" to 19".

Shoulder aggregate will be placed by others.

MAILBOXES

Mailbox turnouts are being evaluated for safety precautions. Paving the road will probably increase traffic speed, creating a hazard for carrier during stops to deliver mail at present location of boxes. Extra paving width to be determined by County.

Present gravel width allows maximum width of 6' beyond normal edge of pavement.

SPECIAL PROVISIONS:

TRAFFIC CONTROL

Flagmen shall be equiped with radios for controlling one-lane traffic.

PREPARATION OF BASE

It is anticipated the final blading, watering and rolling of the aggregate leveling will be required immediately prior to paving. The contractor shall have the equipment available to do this work as required. No separate measurement or payment will be made for this work; its cost will be included in one or more of the contract bid items (see letter from Lincoln County).

The roller used for preparation of base shall meet the same weight requirements as that used for AC paving.

No paving will commence until preparation of the base is satisfactory to the Engineer.

Form 81-734-3363

REGON STATE HIGHWAY DEPARTME

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 521-1911 Highway Toledo-Elk City Rd Section Elk City Section

Highway Class Secondary FAS-A525 Date August 11, 1982

Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map (Hard Copy).
☐	☒	☐	b. Small Scale Ownership Map.
☐	☐	☒	c. Abandonment Map.
☐	☐	☒	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☐	☒	☐	g. Location Profile.
☒	☐	☐	h. Located Line Cross Sections.
☐	☒	☐	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☐	☒	☐	l. Coordinate Sheets.
☐	☒	☐	m. Clearing and Grubbing Chart.
☐	☒	☐	n. Report on Bench Mark Recoveries (Form E-369)
☐	☒	☐	(1) Description of Bench Mark (Form E-185).
☐	☒	☐	(2) Report on Condition of Bench Mark (Form E-186).
☐	☒	☐	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☐	☐	☒	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☒	q. Property Appraisal and justifications for alternate facilities.
☐	☒	☐	r. Preliminary Soils and Material Report.
☐	☒	☐	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☒	☐	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☒	☐	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☐	☐	☒	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3. Have all required temporary easements been designated as to area, type and duration?
☒	☐	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☒	☒	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☒	☐	☐	8. Have you been over this project with a Soils representative?
☐	☐	☒	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☐	☐	☒	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☒	☐	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☐	☒	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature Don Thurston
Locating Engineer

Address

Est #4.

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SC ULE--COST ESTIMATE

Sheet 1 of

te 8-20-82

Section ELK CITY SECTION

County LINCOLN

Kind Of Work PAVING with 2" Aggr Leveling
2-12' Paved Travel Lanes; 2-2' Aggr. Shlds.

Length

Name

No.	Item	Code	Unit	Quantity	Unit Cost	Total
1	MOBILIZATION 6%	110	LS.			13400
2	TP & DT 2%	111	LS.			4400
3	TEMPORARY SIGNS	111	Sq.Ft.	411	6^{00}	2466
4	FLAGMEN	111	HR	122	22^{00}	2684
5	2" AGGREGATE LEVELING	304	TON	3637	10^{00}	36370
6	CLASS 'B' AC MIX (4")	403	TON	6471	15^{00}	97065
7	ASPHALT IN MIX	403	TON	421	180^{00}	75780
8	ASPHALT TACK COAT	407	TON	3	250^{00}	750
9	EXTRA FOR AC APPROACHES	610	EACH	16	200^{00}	3200
	SUBTOTAL					236,078
	ENGINEERING & CONTINGENCIES (20%)					47216
						283294
	STRIPING					2220
	TOTAL					$ 285,514

4623

8

August 5, 1982

Board of County Commissioners
Lincoln County
Box 947
Newport, OR 97365

AGR 4

Attention: Alberta M. Bryant
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7713

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for a FAS-C project on the Elk City Section of the Toledo-Elk City Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agree. att.)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

ACC

TO: H. S. Coulter, P.E.
State Highway Engineer

DATE: April 22, 1982

FROM: R. N. Bothman, Assistant State Highway Engineer for Administration

Bothman

SUBJECT: Proposed 3R - FAS-C Project
Elk City Section
Toledo - Elk City Road
FAS-A525
Lincoln County

Lincoln County is requesting an FAS-C, 3R resurfacing project on the Elk City Section of FAS-A525. County will prepare the roadway to a top width of 32', which will have 2-10' AC travel lanes and 6' shoulders which will be 1' AC and 5' of gravel. AC to be 3" in depth. No additional R/W. County will do the sign and striping. Engineering by State.

JURISDICTION	SECTION	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
Lincoln Co.	Elk City Section on Toledo - Elk City Road - FAS-A525 AC paving, 3R project, 1.9 miles	$202,000	$176,000	$13,000	$13,000

The Region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program, I recommend your approval and request you authorize this project under delegated authority.

APPROVED BY H S Coulter
H. S. Coulter, P.E.
State Highway Engineer

Date 4/26/82

HR:pf
Attachment

Orig to Goumsen
of Marking
files

9623

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

6-10-82

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Elk City Section

HIGHWAY NAME: Toledo - Elk City Road

HIGHWAY NUMBER: FAS - A525

REGION 2	ADMINISTRATIVE DISTRICT 4	COUNTY Lincoln	CITY
LENGTH 1.9 mi	MILEPOST NUMBER 6.8 TO 10.21*	☒ RURAL	☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Lincoln County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Lincoln County requests a paving project on the Toledo - Elk City Road. The County will prepare the base, place base aggregate and leveling course prior to paving. Upon completion of the paving, the County will do the striping and whatever permanent signing is necessary. The County would like to include any guardrail work (if necessary) in the contract if funding permits.

*Co. Rd. M.P. 6.8 = M.P. 8.31 in our traffic data for A525.
Co. Rd. M.P. 8.7 = M.P. 10.21 in our traffic data for A525.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 250 (Co. Est.)**

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 55	DESIGN STANDARDS AASHTO	TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

**(1980) 240 - A525

APPROVED

Frank E. Nespi

Location Engineer

Date 6/10/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTIN UMBER AND WIDTH	PR SED NUMBER AND WIDTH
TRAVEL LANES	2 - (11') gravel	2(12') paved
SHOULDERS	2 - (2') gravel	2(2') paved
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	Minimal bike traffic - Can use shldr. area.
INTERCHANGES	None	None
OTHER:	None	None

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing (by County)	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ______	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ______	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3. - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source (Commercial)	☒	☐	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type telephone - power line

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY	☐	N/A ☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(0)	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	____________ (Region)	____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "B" Asphalt Concrete	3"	
Aggregate Leveling (in place)	2"*	
Aggregate Base (in place)	14"*	
*To be done by County.		

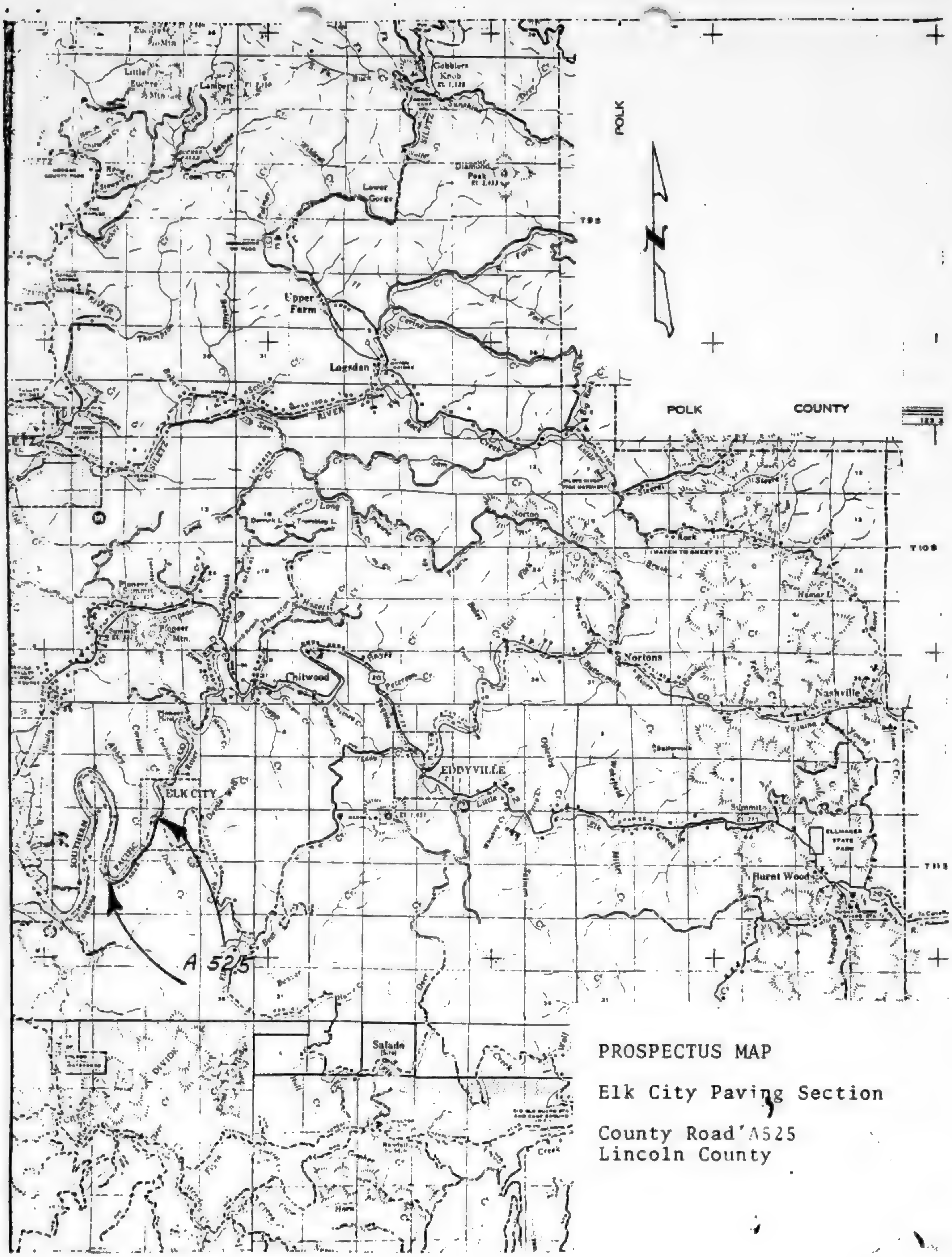
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	3,800	9,800
RIGHT OF WAY		
TRAFFIC CONTROL	8,940	30,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	160,077	160,077
OTHER		
ENGINEERING & CONTINGENCIES	67,044	67 044
PROJECT TOTAL	239,861	266,921

SUBMITTED BY Don Thurston


Gobblers Knob
Little Euchre Mtn
Lambert
Diamond Peak
Lower Gorge
POLK
Upper Farm
Logsden
RIVER
SILETZ
POLK COUNTY
Norton
Rock
T10S
Pioneer Summit
Pioneer Mtn
Chitwood
Nortons
Nashville
ELK CITY
EDDYVILLE
Summit
ELLMAKER STATE PARK
Hurst Wood
T11S
A 525
SOUTHERN PACIFIC
DIVIDE
Salado

PROSPECTUS MAP

Elk City Paving Section

County Road A525
Lincoln County

1623

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A525(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20096

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
6/8/82	Secondary A525	County Road

10. GENERAL LOCATION:
Elk City Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $9,800 - F.F. $8,019

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's 5/27/82 letter.

(Note: This project approved under Clause A)

RECEIVED
STATE HWY ENGR
JUN 9 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D.R | Sign | Act | File

Orig to
6-10-82

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
6/8/82	Halach	for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

76-3

LINCOLN COUNTY ROAD DEPARTMENT

County of Lincoln

Office of the County Engineer
Joseph D. Steere

Public Service Building
210 S.W. 2nd Street
Newport, Oregon 97365
(503) 265-6611, Ext. 246

June 1, 1982

Mr. Don Thurston
Department of Transportation
Highway Division
East State Highway Building
2960 State Street
Salem, Oregon 97310

RE: FAS Projects - Rock Creek and Elk City Road

Dear Don:

Pursuant to my conversation with Pete Fiddler of your office on May 28th, 1982, I wish to inform you that the county would accept a top width of less than 32 feet for the Rock Creek (FAS #531) and Elk City Road (FAS #525) FAS projects.

There are at least two possibilities for a lessor top width. One would be a combination of two 12-foot paved travel lanes and 2-foot paved shoulders for a total top width of 28 feet. Another would be the county's own standard of two 11-foot paved travel lanes and 4-foot gravelled shoulders, for a total top width of 30 feet.

As discussed with you previously, should there be monetary problems, it is the county's desire that these FAS projects concentrate on the paving of travel lanes. In this regard, should the county section be used, the Road Department would assume the responsibility for finishing the gravel shoulders upon completion of the paving.

Enclosed is the typical road section used for the reconstruction of both roads. No pavement is shown, since paving was not included in the projects.

The staff has discussed the problem of minor touch-up to the leveling course that might be required during the paving project. The general consensus is that this is best handled

Mr. Don Thurston
June 1, 1982
Page 2

by the paving contractor, probably as part of his contract and on a time and material basis.

If I or any member of our staff can be of further assistance, please contact Joe Steere, Lon Lorimor or myself.

Sincerely,

James H Buisman

James H. Buisman, P.E.
Assistant County Engineer

JHB:rg

Enclosure

[illegible]
RECEIVED
JUN - 2 1982
☑ SUPV. ☐ ASS'T ☐ O.M. ☐ CREW

96-3

VICTOR ATIYEH
GOVERNOR

Department of Transportation

HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

May 27, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 20096
Project No. RS-A525(3)
Elk City Section
Lincoln County

Enclosed is data consisting of PR-1 forms, sketch maps and Authority for Survey for the subject project.

I request authorization to proceed with preliminary engineering all phases at an estimated total cost of $9,800 with an obligation of $8,019 in federal funds.

CL:lms

cc: C.O. Fredrickson (Region 2)
P. Stearns
H. Reynoldson
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Appr val Expires February 28, 196

U.S. DEP RTMENT OF COMMERCE
BU IEAU OF PUBLIC ROADS

O.

FORM PR-1
(REV. 4-61)

5-27-82

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	TATE ODE	APPN CODE	ITEM NO.
Co. Rd., Approx. 2 mi. S.E. of Toledo		DHV 25 250	- - -	- -	10	Oregon	41	075	20096

OPOSED WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	On AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SE). NO.	I. Projects Only POST MI.	DESIG.
Pave								RS-	A525	3)		

L FUNDS: Rural Secondary

REA: ----------

COUNTY NAME: Lincoln — CODE: 041

ROUTE NO.: S — FEDERAL-AID: A525 — STATE: Co. Rd. — U.S.: - -

PROGRAM STAGE: ☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 81.83%	STATE FUNDS	OTHER FUNDS Co.	CHARACTER OF PROPOSED WORK (Full description)
PE		"Elk City Section"	1.9	9,800	8,019	890	891	
ROW								
CONST (CODE) I000			1.9	192,200	157,277	17,462	17,461	
PROJECT TOTALS			1.9	202,000	165,296	18,352	18,352	

ARED BY: CL

RAM APPROVAL DATES

REMARKS

-over-

USCOMM DUSCOMM-DC 48905-P6

Budget Bureau No. 41-R2067; Ap

U.S. DE

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 5-27-82

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65 Co. Rd., Approx. 2 mi. S.E. of Toledo	ADT	PRESENT DHV 25 250	FUTURE (66) (70) - - -	YEAR (71) (72) - -	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 P.E., H.T. Pave	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68) ▨	SUPV. AGCY (69) ▨	DA CLASSIF. (70) ▨	DA AREA (71) ▨	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 23 RS-	NUMBER 7 A525

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Lincoln				CODE (14) (16) 041
	NAME OF URBAN AREA 17-31 ----------	ROUTE NO.	S	FEDERAL-AID A525 (32)	STATE Co. Rd. (36)	U.S. (37) (41) - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	ESTIMATED PROJECT COST BY PHASES: FEDERAL FUNDS 81.83%	STATE FUNDS	OTHER FUNDS Co.
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		"Elk City Section"	1.9	9,800	8,019	890	891
5					ROW							
5					CONST (CODE) I000			1.9	192,200	157,277	17,462	17,461

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	1.9	202,000 (16) (23)	165,296 (24) (33)	18,352	18,352
1	14	PROGRAM APPROVAL DATES					REMARKS	

USC

Elk City Section
Project No. RS-A525(3)

Existing Facilities: 20-foot gravel surface roadway.

Adjacent Sections:

W. End --- 20-foot gravel surface
E. End --- 18-foot gravel surface

Project Data: Work consists of the following:

1) Preliminary engineering all phases
2) Construct high-type pavement to provide for two 11-foot travel lanes with 2-foot shoulders and other incidental work common to this type of project.

NOTE: County will prepare the base, place base aggregate and leveling course and perform striping and permanent signing.

Additional Right of Way: None required.

Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

23 CFR 771 Requirements: Statewide Categorical Exclusion approved by FHWA 2-25-80.

FHPM 7-7-5 Requirements:

a) Public Hearings --- Not required under Oregon Action Plan.
b) Location/Design --- Not a factor in the development of this project.

Accomodation of Utilities: A State-County agreement will be prepared to comply with paragraph 6d(1) of PPM 30-4.1(FHPM 6-6-3-2).

Maintenance: A State-County agreement will be prepared to comply with Section 116, title 23 USC.

NOTE:
1) This project is in Congressional District No. 1.
2) County requested clause "A" matching ratio.

9623

STATE OF OREGON **INTEROFFICE MEMO**

TO: Phil Stearns
Region Federal Aid Specialist

DATE: May 6, 1982

FROM: Don Thurston
Don Thurston
Region Location Supervisor

SUBJECT: Elk City Section
Toledo - Elk City Rd FAS-A525
Lincoln County

REGION 2 ENGINEER
RECEIVED
☐ RLE MAY 07 1982 ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☑ RFE

Attached for approval and forwarding are Authority for Survey, Draft Prospectus and Prospectus Map for the subject project.

The original request was for 32 feet of paved width. This was discussed with Joe Steere. Since this is a 3R job he agreed that 26 feet of width would be satisfactory.

The estimated cost was recalculated using a 26 foot width and A.C. prices hauled from Corvallis. A 3-inch depth of A.C. was used. The estimated total including P.E. is $239,861.

The estimated costs of Region Functions are:

Project Manager	(901)	$3,000
Soils & Geology	(910)	600
Traffic	(911)	100
Utility	(914)	100

DT:sr
Attachments

cc: File

9623 [illegible]417

Form 's.-734-3039

(ECS0001)

OREGON STATE HIGHWAY DIVISION

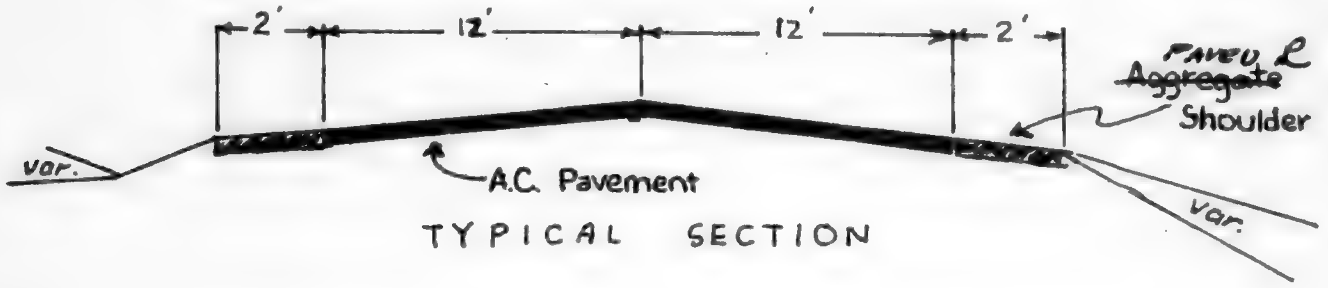
AUTHORITY FOR SURVEY

Section Elk City Section
Highway Toledo - Elk City Road FAS-A525
County Lincoln #21

Date May 6, 1982
Authorization No. 1
Survey Prefix 521-1911 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is Co M.P. 6.8 which equals M.P. 8.31 on FAS Log for Toledo - Elk City Route. The easterly terminus is M.P. 8.7. Total length is 1.9 miles.



TYPICAL SECTION

Purpose of survey:

Prepare plans, specifications and cost estimate for paving project.

Estimate of Cost:

Project Manager	(901)	$3,000
Final Design	(905)	3,000
Region ~~Soils &~~ Geology	(910)	~~1,100~~ 300
Traffic	(911)	100
Utility Liaison	(914)	100
Program Management	(920)	300
Specifications	(921)	1,900
Adm. Serv. (Eng.)	(922)	100
Environmental Section	(923)	~~200~~ 100
Surfacing Engineer	(933)	800
Region Environmental	(938)	100

RS-A525(3)
6-8-82

Approv by Hwy Eng'r 4-26-82 202,000 FAS-C

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JUN 14 1982
LOCATION SECTION

Total estimated cost of survey $9,800
Previous authorization
Additional authorization requested
Additional authorization approved (Salem)
Total all authorizations approved (Salem)

Requests made by:
Don Thurston
Don Thurston, Field Engineer

Recommended for Approval:
Frank E. Ropin, Location Engineer

Recommended for Approval:
Phillip O. [illegible] for Regional Engineer

Approved:
J H[illegible] for E.H.H., Assistant State Highway Engineer

SP*19760-734

9623

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE 5-6-82

PREFIX

1 - IDENTIFICATION

PROJECT NAME Elk City Section

HIGHWAY NAME Toledo - Elk City Road

HIGHWAY NUMBER FAS - A525

REGION 2

ADMINISTRATIVE DISTRICT 4

COUNTY Lincoln

CITY

LENGTH 1.9 mi

MILEPOST NUMBER 6.8 TO 10.21*

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT Lincoln County

TYPE OF FUNDS ☐ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☒ OTHER R-R-R

METHOD OF CONSTRUCTION ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Lincoln County requests a paving project on the Toledo - Elk City Road. The County will prepare the base, place base aggregate and leveling course prior to paving. Upon completion of the paving, the County will do the striping and whatever permanent signing is necessary. The County would like to include any guardrail work (if necessary) in the contract if funding permits.

*Co. Rd. M.P. 6.8 = M.P. 8.31 in our traffic data for A525.
Co. Rd. M.P. 8.7 = M.P. 10.21 in our traffic data for A525.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME) 250 (Co. Est.)**

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☐	☐	☐	☐	☐
PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH) 55

DESIGN STANDARDS R-R-R

TRAFFIC ANALYSIS ☒ LIGHT ☐ MEDIUM ☐ HEAVY

**(1980) 240 - A525

3 - FEATURES	EXIST NUMBER AND WIDTH	POSED NUMBER AND WIDTH
L LANES	2 - (11') gravel	2(11')
SHOULDERS	2 - (2') gravel	2(2')
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	Minimal bike traffic - Can use edge pavement
INTERCHANGES	None	None
OTHER:	None	None

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing (by County)	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ______	☐	☒	☐	Div. of State Lands	☐	☐	☐
Stream ______	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☐	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☐	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☐	☒	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source (Commercial)	☒	☐	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type telephone - power line

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	N/A ☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	(7)	1
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING

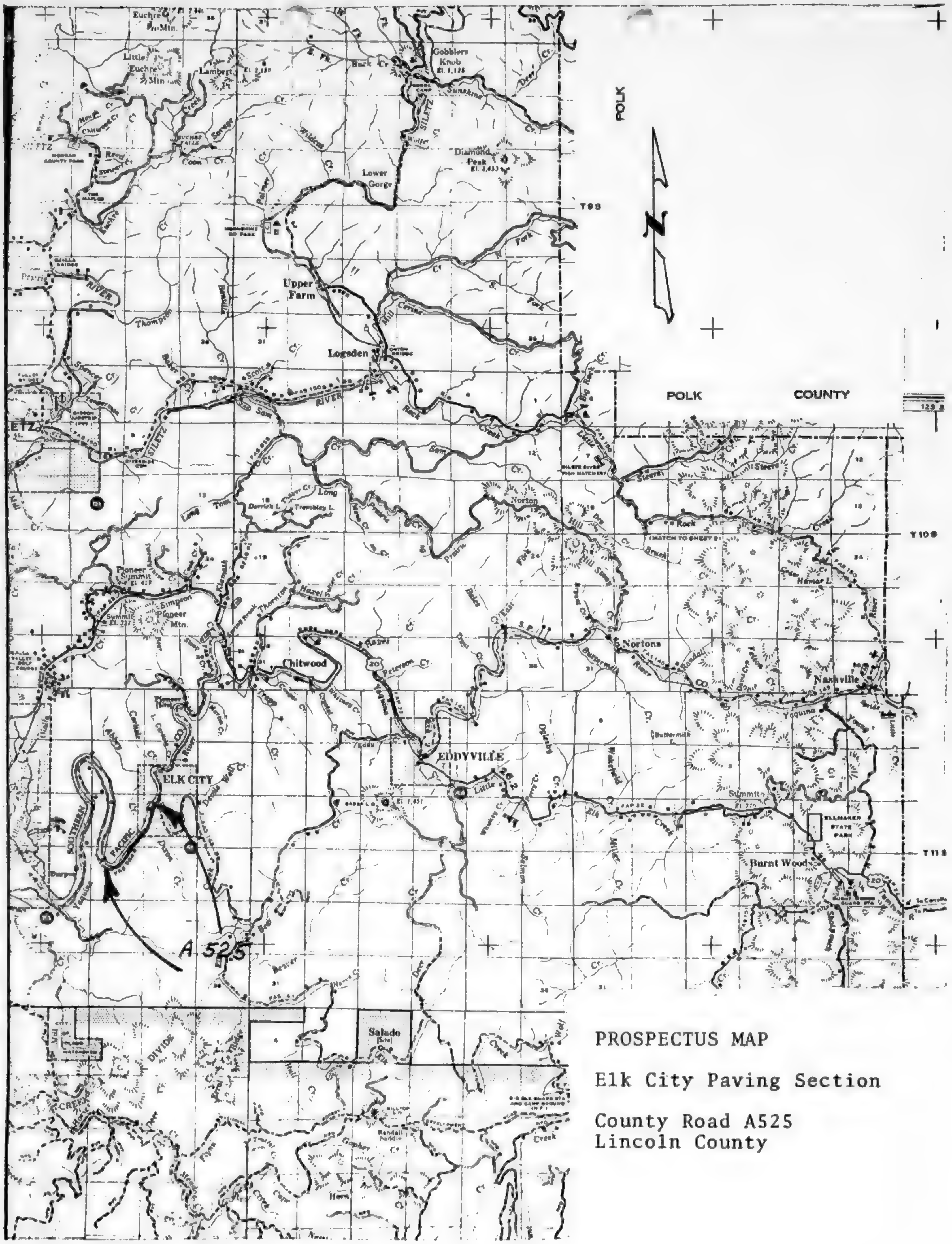
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	3,800	
RIGHT OF WAY		
TRAFFIC CONTROL	8,940	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	160,077	
OTHER ____________________		
ENGINEERING & CONTINGENCIES	67,044	
PROJECT TOTAL	239,861	

SUBMITTED BY Don Thurston



Euchre Mtn.
Little Euchre Mtn
Lambert
Gobblers Knob
Diamond Peak
Lower Gorge
SILETZ
Upper Farm
Logsden
POLK
POLK COUNTY
N
T9S
T10S
T11S
Thompson
RIVER
Norton
Pioneer Summit
Pioneer Mtn.
Simpson
Chitwood
Nortons
Nashville
EDDYVILLE
ELK CITY
SOUTHERN
PACIFIC
Summit
ELLMAKER STATE PARK
Burnt Woods
Salado
DIVIDE
20
A 525

PROSPECTUS MAP

Elk City Paving Section

County Road A525
Lincoln County

9623

FEDERAL AID PROJECT REQUES

Date March 24, 1982

Applicant Agency Lincoln County
Request for: Off-System ____, FAS-C X, FAUS ____ Project HBR ____
Federal Aid Route No. 1525 Route Name Toledo-Elk City road - Co. #533
Project Name Elk City section

Project Length 1.9 mi. Project Location (Attach sketch map)
Project Description re-surface with A/C

Average Daily Traffic 200-250 Design Speed 45-55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 32' Travel Lanes 2 Shoulders ____
Medians ____ Parking ____
Sidewalks ____
Remarks gravel surface

2. Desired Roadway Cross Section: (Attach sketch)

Width 32' Travel Lanes 2 - 11' Shoulders 5'
Medians none Parking None
Curbed no Length Curb Radii ____
Sidewalk/Bikeway no
Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 ft. Minimum 60 ft Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes x No ____

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks R/W acquisition procedures followed the state and federal guidelines. State R/W section made appraisals and provided guidance.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? None

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the ____________ shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.		Lincoln County Board of Commissioners Office
2.		Lincoln County Board of Commissioners Office
3.		Lincoln County Board of Commissioners Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant ____ State X ____ Consultant ____

2. Proposed Signalization:

Location

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? applicant

4. Permanent Striping:

Include in project or by applicant? applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length Width

2. Project construction engineering to be performed by:

Applicant ______ State X Consultant ______

3. Will applicant perform any work prior to or after award of contract?
Yes X No ______
If "yes," describe briefly: Leveling course, processing and leveling - striping and permanent signing required.

4. Applicant's estimate of cost for requested project:

Roadway Work	$190,000.00
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad (OSHD Monitoring,	
Other	
Preliminary engineering & Construction Engr.	12,000.00
PROJECT TOTAL	$ 202,000.00

Remarks We request the 82% federal, 9% state, 9% county financing method.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ______ and/or Lincoln COUNTY

By ______

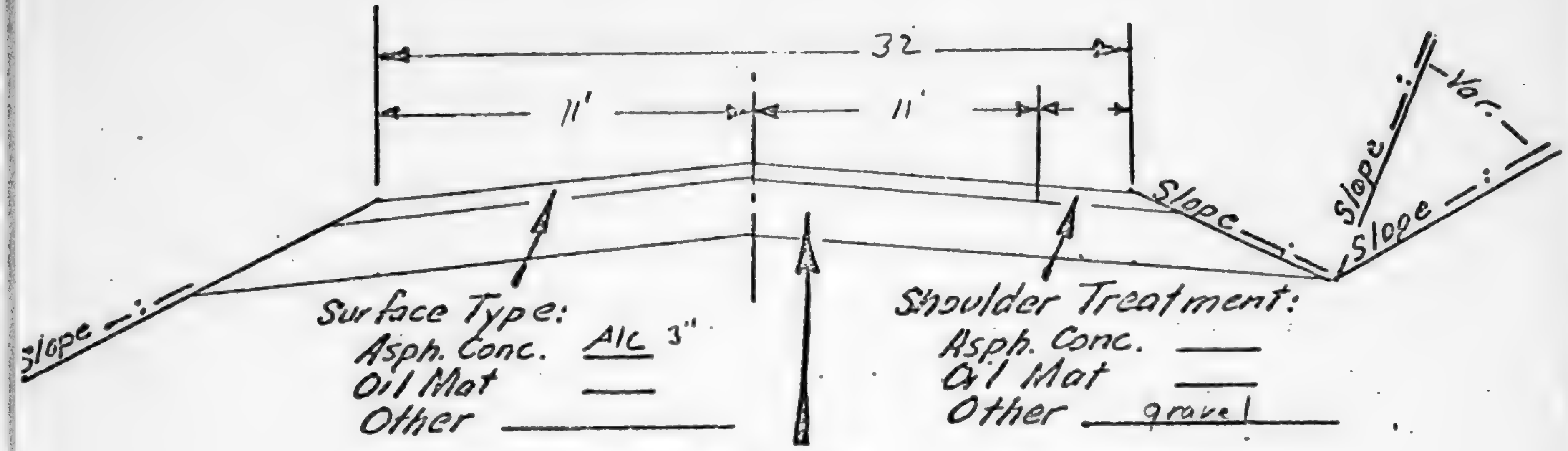
By ______

By Albert R. Strand
Commissioner

By
Commissioner

By
Commissioner

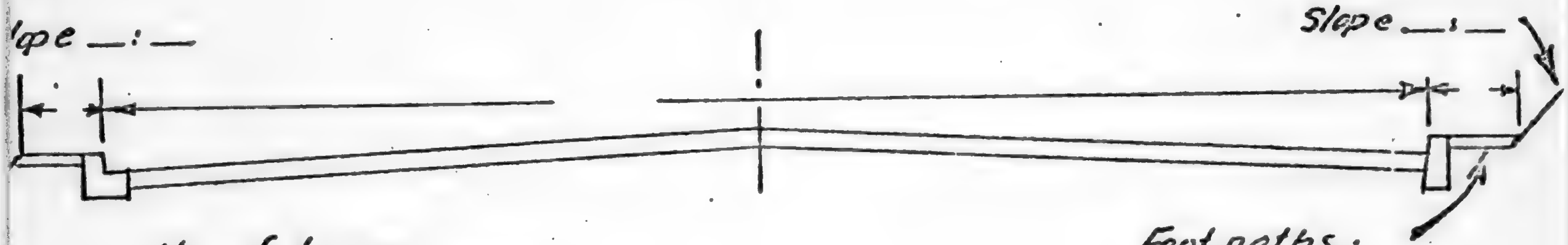
TYPICAL SECTION


32
11'
11'
Slope —:—
Slope —:—
Slope —:—
Slope —:—
Var.

Surface Type:
Asph. Conc. A/C 3"
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other gravel

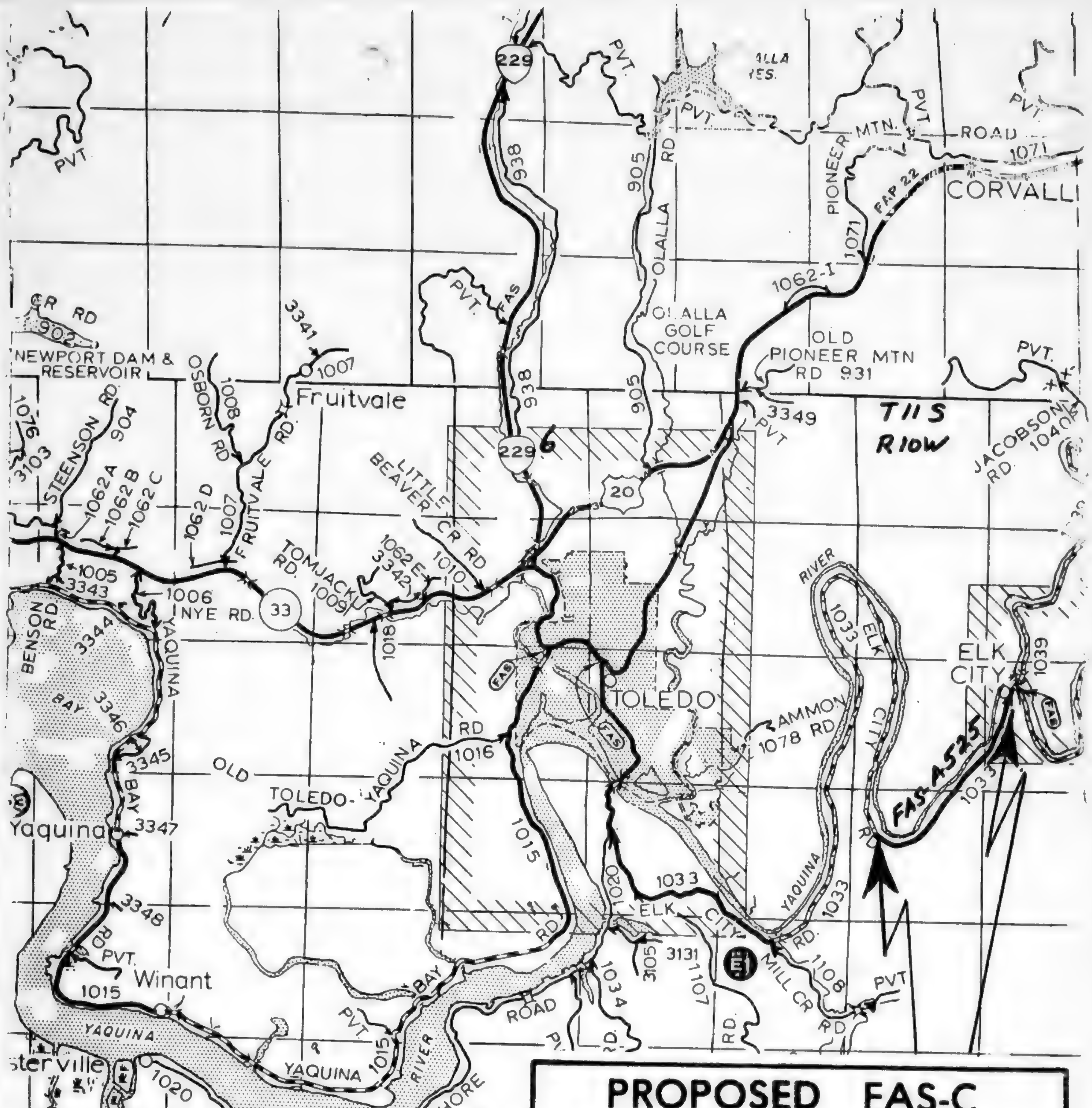
Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___



No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___


PROPOSED FAS-C PROJECT
T11S
R10W
FAS-A525
CORVALLI
TOLEDO
ELK CITY
Fruitvale
Yaquina
Winant
sterville
OLALLA GOLF COURSE
NEWPORT DAM & RESERVOIR
OLD PIONEER MTN RD 931
PIONEER MTN. ROAD
FAP 22
JACOBSON RD
LITTLE BEAVER CR RD
TOMJACK RD.
NYE RD.
STEENSON RD
BENSON RD
OSBORN RD
FRUITVALE RD.
OLALLA RD
YAQUINA BAY RD
OLD TOLEDO-YAQUINA RD
ELK CITY RD
MILL CR RD
AMMON 1078 RD
SOUTH SHORE ROAD
WRIGHT CR
YAQUINA RIVER
ELK RIVER
YAQUINA BAY
PVT.
NFD
FAS
229
20
33
31
6
938
905
1071
1062-I
3349
3341
1007
902
1076
3103
904
1062 A
1062 B
1062 C
1062 D
1008
1062 E
3342
1009
1010
1018
1005
3343
1006
3344
3346
3345
3347
3348
1015
1016
1020
1033
1039
1034
3105
3131
1107
1108

PROPOSED FAS-C PROJECT

1983 Steer Creek-Nash Hill 9624
Sec., of Rock Creek Rd. NE of
Eddybille. (Base and Paving)

1624

Oregon Department of Transportation

INVOICE

there is some confusion may have PAID TWICE

PAGE NO.	1
BILLING DATE	12/06/89 21:40
REPORT NO.	FMBL824-1

TO ENSURE PROPER CREDIT, RETURN THIS FORM WITH YOUR REMITTANCE TO:

OREGON DEPARTMENT OF TRANSPORTATION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

LINCOLN COUNTY
COUNTY ENGINEER - JAMES BUISMAN, P E
880 NE 7TH STR
NEWPORT OR 97365-2599

FOR INFORMATION CONCERNING
THIS INVOICE CALL:
(503)378-6578

AGENCY	T/C	CURR. DOC.	DOC. DATE	VENDOR NO./SUFFIX	UNIT
02	350			52984 -00	9901

ACCOUNT	REVENUE SOURCE	AGENCY SOURCE	CUSTOMER AMOUNT DUE	CUSTOMER AMOUNT REMITTED	REV	CUSTOMER REFERENCE
RVF06635-000 01	844010	10	9,632.58	Please see attached		7712

AMOUNT DUE	$9,632.58

734-1158A(11-86)

9624

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: December 14, 1988

COUNTY: Lincoln AGREEMENT NO: 7712 PROJECT NO: RS-A531(1)

CONTRACT NO: 9624 SECTION: Steer Cr.-Nash Hill Section

PRELIMINARY ENGINEERING PREFIX C521-1910:

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 3,214.74	$
Final Design	2,955.05	
Program Section	105.53	
Specifications	842.63	535.04
Administrative Services	66.42	
Base Design	2,049.05	
Total P.E. Cost	$ 9,233.42	$ 535.04

CONSTRUCTION PREFIX C521-1016 & C9624:

Payment to Contractor	$ 623,647.60	$ 2,325.00
SFO #1 Striping	1,313.14	
Field Engineering	75,805.98	13,269.01
Program Section	49.17	
Materials Section	10,137.36	
Interest on Final Payment		281.71
Technical Services	66.96	
Defend Against Contract Claims	4,166.87	
Construction Branch	1,394.50	
Region Engineers Office	6,225.09	
EEO	65.05	
Total Construction Cost	$ 722,871.72	$ 15,875.72

SUMMARY

Participating P.E. Cost	$ 9,233.42
Participating Const. Cost	722,871.72
Total Participating Cost	$ 732,105.14

FEDERAL FUNDS

P.E. (81.83%)	$ 7,555.70	
Const. (81.79%)	591,236.77	(598,792.47)
Subtotal		$ 133,312.67
Less State Share 1/2 Balance		(66,656.34)
Plus Nonparticipating County Cost		16,410.76
Less State Share Nonparticipating Field Engineering Cost		(6,634.51)
Less County's Advance Deposits:		
P.E. AD #83-19	$ 55,000.00	
Const. AD #83-111	11,800.00	(66,800.00)
BALANCE DUE FROM COUNTY		$ 9,632.58

MKS:bkw

9624

521-1910 5211016 9624

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RSA531(1)

PROGRAM APPROVED

VOUCHER PERIOD From: To:

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
075	9,768.46	9,233.42	.8183	7,555.70	7,555.70	-0-
	738,747.44	722,871.72	.8179	591,236.77	591,236.77	-0-
	$748,515.90	$732,105.14	-0-	$598,792.47	$598,792.47	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY ______________ *State Highway Agency*

By ______________ *Authorized Officer* ______ *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ ______________

Adjustments $ ______________

Amount Approved $ ______________

SIGN ORIGINAL COPY

______________ *Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

	ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
		Steer Cr.-Nash Hill Section County Road in Lincoln County					
		Preliminary Engineering Type Code PE					
		State		All Required		9,233.42	✓
		Construction Type Code I000 Roadway (Sta. 0+00 to Sta. 188+00)					
		Final Contract Payment Summary		Lump Sum		623,647.60	✓
SFO	1	Permanent Pavement Striping (State)		All Required		1,313.14	✓
		Total Participating Construction Cost				$624,960.74	
		Construction Engineering					
		State		All Required		113,319.11	
		Less Liquidated Damages		Lump Sum		(19,575.00)	✓
		Total Construction Engineering				93,744.11	
		Litigation Expense					
SFO	2	Defend against contract claim		All Required		4,166.87	✓
		Total Participating Project Cost				$732,105.14	
		Non-Participating Project Cost					
		Preliminary Engineering (State)		All Required		535.04	✓
		Final Contract Payment Summary		Lump Sum		2,325.00	✓
		Interest on Final Payment		All Required		281.71	✓
		Construction Engineering (State)		All Required		13,269.01	✓
		Total Non-Participating Project Cost				$ 16,410.76	
		Total Project Cost				$748,515.90	
		Prepared based on Participating Cost as shown on the Federal Billing as of 10-06-88					
		AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	521	1015	945	00	P 1	43.64	239.46	1,558.31	83	85
	521	1015	946	00	P 1	2.00CR	442.81	2,246.98	83	85
	521	1015	950	00	P 1			1,103.96	83	84
	521	1015	985	00	P 1			65.06	83	83
			TOT		P1	34.79	2,206.78	335,151.45		
			TOT		N1			8,568.07		
			** JOB TOTALS **			34.79 **	2,206.78 **	343,719.52 **		
STEER CREEK-NASH HILL CONT NO 9624 FA PROJ NOS RS A531001 100									STATE	
	521	1016	201	00	P 1		331,291.15	622,249.87	83	95
	521	1016	201	00	N 1		2,325.00	2 325.00	84	84
	521	1016	203	00	P 1		11,925.00CR	19,575.00CR	83	84
	521	1016	204	00	P 1		2,834.56CR	17,000.00CR	83	85
	521	1016	270	01	P 1	.93CR	1,313.14	1,313.14	84	85
	~~521~~	~~1016~~	~~296~~	~~00~~	~~N 9~~	~~18.32CR~~	~~321,743.10CR~~	~~648,070.59CR~~	83	95
	~~521~~	~~1016~~	~~297~~	~~00~~	~~N 9~~		~~28,131.11~~	~~65,912.53~~	83	84
	~~521~~	~~1016~~	~~298~~	~~00~~	~~N 9~~	~~18.32~~	~~293,611.99~~	~~582,158.06~~	83	95
	521	1016	900	00	P 1	92.74CR	24,714.79	105,814.62	83	85
	521	1016	900	00	N 1			485.66	83	84
	521	1016	920	00	P 1	.14CR	30.14	49.17	83	85
	521	1016	940	00	P 1	.24CR	2,286.69	10,116.87	83	85
	521	1016	944	00	P 1	.17CR	43.00	66.96	83	85
	521	1016	945	00	P 1	5.02CR	1,113.59	1,394.50	83	85
	521	1016	946	00	P 1	7.44CR	1,959.06	6,225.09	83	85
	521	1016	950	00	P 1			944.73	83	84
	521	1016	985	00	P 1			65.05	83	83
			TOT		P1	106.68CR	347,992.00	711,665.00		
			TOT		N1		2,325.00	2,810.66		
			** JOB TOTALS **			106.68CR**	350,317.00 **	714,475.66 **		
DEPR XNG-CONSER RD CONT NO FA PROJ NOS RRP A500001 100									STATE	
	522	1006	205	01	P 1	2,294.38			84	85
	522	1006	270	01	P 1		7,510.57	45,887.57	82	84
	522	1006	270	03	P 1			3,467.29	82	83
	522	1006	296	00	N 9	2,293.65CR	7,302.32CR	47,516.68CR	81	85
	522	1006	298	00	N 9	2,293.65	7,302.32	47,516.68	81	85
	522	1006	900	02	P 1	.57CR	126.65	2,460.73	82	85
	522	1006	915	00	P 1	276.01	742.16	1,124.66	83	85
	522	1006	920	00	P 1			49.86	81	83
	522	1006	945	00	P 1			40.87	83	83
	522	1006	948	00	P 1	8.94	17.13	49.71	82	85
			TOT		P1	2,578.76	8,396.51	53,080.69		
			** JOB TOTALS **			2,578.76 **	8,396.51 **	53,080.69 **		
S.SANTIAM RIV(SWEET HOME)BR CONT NO 9484 = FA PROJ NOS RS A483003 100 RS A483003									STATE	
	522	1011	201	00	P 1		18,622.29CR	1,007,993.56	82	85

```
LANE CO PVMT MRKG PROG #4    CONT NO      * FA PROJ NOS PMS 000S102 100                                    STATE
                                 520   1987    296     00 N 9                                  1,856.60CR
                                 520   1987    298     00 N 9                                  1,856.60
                                 520   1987    901     00 P 1                                     31.41
                                 520   1987    905     00 P 1                                  1,187.68
                                 520   1987    906     00 P 1                                       .90
                                 520   1987    920     00 P 1                                     75.62
                                 520   1987    921     00 P 1                                    550.48
                                 520   1987    922     00 P 1                                     10.51
                                              TOT     P1                                       1,856.60
                                          ** JOB TOTALS **           **              **        1,856.60  **

STEER CREEK-NASH HILL        CONT NO      * FA PROJ NOS RS  A531001 100                                    STATE
~~                               521   1910    296     00 N 9                     ~~41CR~~     8,881.00CR~~
~~                               521   1910    297     00 N 9                     ~~41~~         887.47~~
~~                               521   1910    298     00 N 9                                  7,993.53~~
                                 521   1910    901     00 P 1                                  3,191.55
                                 521   1910    905     00 P 1                                  2,955.05
                                 521   1910    920     00 P 1                                    105.53
                                 521   1910    921     00 P 1                                  1,377.67
                                 521   1910    922     00 P 1                                     66.42
                                 521   1910    933     00 P 1                                  2,049.05
                                 521   1910    950     00 P 1                                     23.19

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   JUNE 1985       PAGE 1120
                                                                             FISCAL        GRAND TOTAL
        DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE      TO DATE

                                              TOT     P1                                       9,768.46
                                          ** JOB TOTALS **           **              **        9,768.46  **

  ELK CITY SECTION           CONT NO      * FA PROJ NOS RS  A525003 100                                    STATE
                                 521   1911    296     00 N 9                                  6,666.79CR
                                 521   1911    297     00 N 9                                    666.20
                                 521   1911    298     00 N 9                                  6,000.59
                                 521   1911    901     00 P 1                                  1,967.78
                                 521   1911    905     00 P 1                                  1,963.64
                                 521   1911    911     00 P 1                                     93.62
                                 521   1911    914     00 P 1                                    167.22
                                 521   1911    920     00 P 1                                    105.53
                                 521   1911    921     00 P 1                                  1,087.70
                                 521   1911    922     00 P 1                                     78.65
                                 521   1911    933     00 P 1                                  1,568.85
                                              TOT     P1                                       7,332.99
                                          ** JOB TOTALS **           **              **        7,332.99  **
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                    JOB COST SUMMARY RUN ON  12-09-88
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 12/03/88

                                       CREW   MSA        CURRENT       BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH           DATE
--         ------ -------- ---------- ------ -----       -------       ----------
OBJ-DETAIL 550                                                              84.00

ACTIVITY   900                                                          1,114.68 SUBTOTAL

C09624   000    940      001        8221                                   20.49
OBJ-DETAIL 001                                                             20.49

ACTIVITY   940                                                             20.49 SUBTOTAL  940

SUB-JOB     000 SUBTOTAL                                               22,592.34

C09624   001    899      349        8039                                  281.71
OBJ-DETAIL 349                                                            281.71

ACTIVITY   899                                                            281.71 SUBTOTAL

SUB-JOB     001 SUBTOTAL                                                  281.71

C09624   010    899      299        8039                                2,810.66 ***
OBJ-DETAIL 299                                                          2,810.66

ACTIVITY   899                                                          2,810.66 SUBTOTAL

C09624   010    900      598        0521                               31,733.32
C09624   010    900      598        0523                              -18,949.97
OBJ-DETAIL 598                                                         12,783.35

ACTIVITY   900                                                         12,783.35 SUBTOTAL

SUB-JOB     010 SUBTOTAL                                               15,594.01

C09624   011    201      300        8039                               16,775.00
OBJ-DETAIL 300                                                         16,775.00

ACTIVITY   201                                                         16,775.00 SUBTOTAL

C09624   011    899      299        8039                              711,665.00 ***
OBJ-DETAIL 299                                                        711,665.00

C09624   011    899      300        8039                              -15,377.27
OBJ-DETAIL 300                                                        -15,377.27

ACTIVITY   899                                                        696,287.73 SUBTOTAL


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

9627

DEPARTMENT OF JUSTICE

Interoffice Memo

DATE: July 9, 1987

TO: Dave Black
Risk Management

FROM: William F. Cloran
Assistant Attorney General

SUBJECT: Bob Angell, Inc. v. State of Oregon
Marion County Circuit Court No. 86-C-10075

Dear Dave:

In response to your request of July 6, I am forwarding copies of the Second Amended Complaint and our Answer to it in the Bob Angell case. In the Second Amended Complaint, plaintiff added to its existing breach of contract claims two claims for misrepresentation sounding in tort. The theory behind these claims is that the State's project manager, Mr. Charles Elroy, knew of increases in quantities to be made to the contract upon which plaintiff bid and failed to reveal that information to the plaintiff. The claims are defensive in nature and were designed to avert a possible disposition of the case on summary judgment which we have attempted.

Investigation to date reveals that there may be some factual validity to portions of the claim of misrepresentation. However, it is so factually intertwined with the contract claims that it can be neither discussed nor settled without a discussion and settlement offer on them also. I do not believe that a settlement offer would be appropriate at this time, nor do I believe that you should set aside reserves in excess of a nominal amount to cover this claim. I do not believe that assertion of misrepresentation claims in this action fundamentally alters its contract nature.

WFC/jep

Attachments

cc: Highway Division

0760T

7-15-87 lm
cy Sollis
Schwartz
Fredrickson

RECEIVED
STATE HWY ENGR
JUL 14'87
REFER TO
FOR
Info R/D

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

BOB ANGELL, INC., an Oregon corporation,

Plaintiff,

vs.

STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Division,

Defendant.

Case No. 86-C-10075

SECOND AMENDED COMPLAINT
(Breach of Contract;
Misrepresentation)

For its Complaint, Plaintiff alleges as follows:

FIRST CLAIM FOR RELIEF

(Breach of Contract)

1.

At all times material, Plaintiff was an Oregon corporation in good standing.

2.

In or about March, 1983, Defendant requested sealed competitive bids for a public improvement consisting of base and paving of the Steer Creek to Nash Hill Section of FAS A531, known as the Rock Creek Road located in Lincoln County, Oregon ("the Project").

3.

On April 14, 1983, Plaintiff submitted the low, responsive, responsible bid to Defendant's invitation, and was awarded Contract No. 9624 ("the Contract"). Plaintiff commenced work on

EXHIBIT "A"

the Project during June, 1983, and performed work thereafter until approximately July, 1984. Plaintiff has fully performed all conditions required on its part to be performed under the Contract.

4.

The Contract contained and incorporated the bid schedule, drawings, and specifications prepared by Defendant, all of which Defendant warranted to be adequate, accurate, complete, workable and suitable for construction of the Project and which, if followed, would result in a satisfactory and acceptable product.

5.

Prior to the bid, Plaintiff analyzed the Project and determined that a gravel pit ("the Pit") owned by Toledo Sand & Gravel Co. would be adequate for providing materials on the Project based on the estimated quantities of material called for in the bid documents.

6.

The bid documents estimated that 14,550 tons of 1-½"-0 aggregate base rock would be required for the Project. In breach of Defendant's Contract and its warranty of plans and specifications 29,337.62 tons of 1-½"-0 aggregate base rock were actually required, which materially changed the character and the unit cost of Plaintiff's work.

7.

There was sufficient material in the Pit to produce the bid quantity of coarse aggregate rock. There was also sufficient raw material in the Pit to produce the bid quantities of 3/4"-0 and Class "B" Asphalt Concrete Mixture ("Oilrock").

7.

Because of the large overrun in base rock, much of the material intended for the Oilrock had to be used to produce coarse aggregate and therefore a shortage of Oilrock material resulted.

8.

Defendant also breached its Contract by failing to adequately test aggregate as required by the Contract to determine whether the rock product met the required gradation specifications, specifically in that Defendant made substantial errors in its calculations as to the amount of material passing the #200 sieve.

9.

As a direct and proximate result of the quantity overrun and the testing errors, Plaintiff was damaged as follows:

10.1 The overrun forced a shift in the extraction location in the Pit to a location where the rejection percentage of material crushed was 40%, rather than the 25% rate for material crushed at the initial location. The effect was to force the processing of 10,000 extra tons of coarse aggregate material over and above that reasonably expected at time of bid;

10.2 Plaintiff was forced to shut down for two weeks to import equipment after having produced over 16,000 tons of coarse aggregate;

10.3 Plaintiff was forced to rent equipment and change its plans for crushing;

10.4 Plaintiff was forced to strip and open a new area in the back of the Pit;

10.5 Plaintiff was forced to work two and three shifts and on weekends in order to meet Defendant's schedule at a loss of productivity and with increased premium pay costs;

10.6 Plaintiff was forced to wash and re-wash rock and physically move and re-move washing equipment two times more than should have been required;

10.7 Plaintiff was forced to rerun the Oilrock through its plant in an attempt to reduce the amount of fines in the Oilrock, causing excessive wear and damage to Plaintiff's asphalt plant;

10.8 Plaintiff was forced to dry the stockpiled rock in order to remove moisture accumulated in the piles due to washing and winter rains at significant extra costs;

10.9 Plaintiff was forced to import blend sand to compensate for gaps in gradation;

10.10 Plaintiff was forced to delay its work until the 1984 construction season, thereby losing production on both the 1983 and 1984 seasons and facing increased labor costs and under-absorbed home office overhead;

10.11 Because of Plaintiff's inability to complete the work during the fall of 1983, maintenance of the Project was required over the winter and re-preparation of the base in the spring;

10.12 In an attempt to reconcile Defendant's erroneous test results with Plaintiff's own test results, Plaintiff was forced to hire the services of a professional testing consultant;

10.13 On a different Project, Plaintiff was forced to incur extra costs to haul asphaltic concrete mix from Roseburg rather than set up its own plant at that job site which costs were reasonably foreseeable at the time of Contract; and

10.14 Plaintiff was forced to subcontract a Project for which it was contractually committed at a cost of $20,000 because of delays on the Project which cost was reasonably foreseeable at the time of Contract.

10.

Plaintiff is entitled to recover $606,382.00 by reason of the material change in quantities and testing errors, plus interest at the rate of 1.5% per month from July 15, 1985 until paid, pursuant to ORS 279.575.

SECOND CLAIM FOR RELIEF

(Breach of Contract - Unpaid Contract Earnings)

11.

Plaintiff realleges and incorporates Paragraphs 1 through 8 and 10.10 through 10.11, above.

12.

The delays on the Project were solely the fault and responsibility of Defendant and, therefore, Defendant is not entitled to retain any liquidated damages for late completion. As a result of Defendant's breaches of Contract, Plaintiff was and is entitled to an extension of the Contract performance period of not less than 150 days.

12.

Despite demand, Defendant has failed and refused to grant a time extension to Plaintiff and continues to withhold from Plaintiff Contract earnings in the sum of $17,775.00 as purported liquidated damages. Plaintiff is immediately entitled to recover said sum, together with interest at the rate of 1.5% per month from July 15, 1985, pursuant ot ORS 279.575.

THIRD CLAIM FOR RELIEF

(Breach of Contract - Cardinal Change)

13.

Plaintiff realleges and reincorporates Paragraphs 1 through 9.

14.

As a result of Defendant's breaches, the character of Plaintiff's work and the unit cost thereof were materially changed and increased from that originally contemplated by the Contract.

15.

As a result of the changes in the nature and scope of Plaintiff's work resulting from the unforeseen and seriously burdensome conditions imposed by Defendant, Plaintiff was required to provide labor, equipment and materials pursuant to its Contract with Defendant for which it remains unpaid with the reasonable value of $606,382.00. Said sum is immediately due and owing from Defendant to Plaintiff.

FOURTH CLAIM FOR RELIEF

(Misrepresentation)

18.

Plaintiff realleges and incorporates Paragraphs 1 through 8 and 10.1 through 10.11.

19.

After Defendant had solicited bids for the Project, but before the Contract was awarded to Plaintiff, Defendant's Project engineer learned that the scope of the work would be significantly changed from that described in the bid documents, and the quantity of aggregate base rock would increase substantially.

20.

Defendant did not disclose these changes in the Project to Plaintiff prior to the award of the Contract.

21.

Defendant knew or should have known that Plaintiff was relying upon the quantities stated in the bid documents and the Contract in preparing its bid and agreeing to undertake the

Project. Defendant withheld this information from Plaintiff with the intent that Plaintiff rely upon the lesser quantities stated in the bid documents.

22.

Prior to its execution of the Contract, Plaintiff was ignorant of the contemplated changes in the scope of the Project and of the need for substantially greater quantities of aggregate base rock. The accuracy of the quantities stated in the bid documents was a material factor in Plaintiff's decision to enter into the Contract.

23.

As a direct and proximate result of Defendant's withholding of information, Plaintiff has sustained damages of $100,000.00.

24.

This claim has been commenced within 180 days after Plaintiff discovered its injury and the identity of the person responsible therefor.

FIFTH CLAIM FOR RELIEF

(Misrepresentation)

25.

Plaintiff realleges and incorporates Paragraphs 1 through 8, 10.1 through 10.11, 19 and 24 above.

26.

Prior to commencement of the Project, Defendant was aware that Plaintiff intended to utilize the Pit as its sole source of aggregate base rock and Oilrock. Defendant was further aware that the Pit contained only limited quantities of commercially-acceptable raw material. Defendant approved the Pit as Plaintiff's source of rock knowing that the raw material of commercially-acceptable quality would be insufficient to complete the Project.

27.

Defendant did not disclose the change in the scope of work or the anticipated increase in quantity of aggregate base rock to Plaintiff prior to the latter's commitment of resources to utilize the Pit as its exclusive source of rock.

28.

Prior to Plaintiff's commitment of resources to extract rock from the Pit, Plaintiff was ignorant of the change in the scope of work and of the need for greater quantities of aggregate base rock.

29.

The accuracy of the quantities stated in the bid documents was a material factor in Plaintiff's decision to utilize the Pit as its source of rock for the Project.

30.

As a direct and proximate result of Defendant's withholding of information, Plaintiff has sustained damages in the amount of $100,000.00.

WHEREFORE, Plaintiff prays for judgment against Defendant as follows:

1. On its FIRST CLAIM FOR RELIEF, for judgment against Defendant in the sum of not less than $606,382.00, plus interest at 18% per annum from July 15, 1985, until paid;

2. On its SECOND CLAIM FOR RELIEF, for judgment against Defendant in the sum of $17,775.00, together with interest at the rate of 18% per annum from July 15, 1985, until paid;

3. On its THIRD CLAIM FOR RELIEF, for judgment against Defendant in the sum of $606,382.00;

4. On its FOURTH CLAIM FOR RELIEF, for judgment against Defendant in the sum of $100,000.00;

5. On its FIFTH CLAIM FOR RELIEF, for judgment against Defendant in the sum of $100,000.00;

4. For Plaintiff's costs and disbursements incurred herein; and

5. For such further relief as may be just and proper.

ALLEN, KILMER, SCHRADER,
YAZBECK & CHENOWETH, P.C.

____
CHARLES R. SCHRADER, OSB #77339
Of Attorneys for Plaintiff

Trial Attorney:
Thomas J. Murphy, OSB #78311

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

BOB ANGELL, INC., an Oregon corporation, Plaintiff, v. STATE OF OREGON, acting by and through its Transportation Commission, Department of Transportation, Highway Division, Defendant.	Case No. 86-C-10075 DEFENDANT'S ANSWER TO PLAINTIFF'S SECOND AMENDED COMPLAINT, AFFIRMATIVE DEFENSES AND COUNTERCLAIM (ORS 20.105)

Comes now defendant State of Oregon acting by and through its Department of Transportation, Highway Division, and makes answer to plaintiff's Second Amended Complaint in the captioned matter as follows.

ANSWER

FIRST CLAIM FOR RELIEF

(Breach of Contract)

1.

Paragraph 1 of plaintiff's Second Amended Complaint is admitted upon belief.

2.

Paragraph 2 of plaintiff's Second Amended Complaint is admitted.

3.

Defendant admits that plaintiff was awarded Contract No. 9624 and that work commenced in June of 1983, the remainder of the paragraph is denied. In particular defendant denies that plaintiff fully performed all conditions required of it under the contract. In particular, and amongst other things, plaintiff failed to seek proper approvals for the employment of subcontractors upon the work, failed to perform fifty percent of the work with its own forces, failed to properly and correctly compensate laborers and mechanics, failed to promptly pay subcontractors and materialmen, failed to provide defendant with timely notice of claims, failed to superintend and supervise the work, failed to maintain and make available to the defendant books and records concerning the actual cost of doing the work, failed to properly plan and schedule work, failed to devote adequate forces to construct the improvement within the time required, failed to provide materials meeting the contract specifications, failed to include mandated clauses in subcontracts and failed to make facilities available to defendant to determine the cost of doing work. All of these things were required of plaintiff under the contract.

4.

In response to paragraph 4 of the Second Amended Complaint, defendant admits that the contract consisted of a bound set of contract documents including a contract form, bonds, bid schedule, special provisions, specifications and federal contract wage rate requirements; a bound set of plans and drawings; the bound volume Standard Specifications for Highway Construction, Oregon 1974; and such addenda, change orders and supplemental agreements as were from time to time issued by the State Highway Engineer. Defendant admits that it warranted that if these documents were followed by a competent contractor, versed in highway construction practice and familiar with the usages and practices of the industry, a satisfactory project would result. Defendant denies any other warranty of any kind and the remaining allegations of the paragraph.

5.

Paragraph 5 of the Second Amended Complaint is denied.

6.

Paragraph 6 of the Second Amended Complaint is denied. The contract specifically provides that plaintiff will be paid on the basis of actual quantities of materials furnished and work performed and reserves to the defendant the right to change the quantities of material called for. The contract further provides that the quantities estimated in the bid documents are provided for the purposes of comparison of bids only and do not represent or warrant the amounts of material to be purchased or consumed. Defendant denies that there was any change in the character or unit cost of the plaintiff's work related to 1-1/2" to 0 aggregate base rock.

7.

Paragraph 7 of the Second Amended Complaint is denied.

8.

The next paragraph of plaintiff's Second Amended Complaint, also numbered 7, is denied.

9.

The next paragraph of the plaintiff's Second Amended Complaint, numbered 8, is denied.

10.

The 10th paragraph of the Second Amended Complaint, numbered variously from 9 to 10.14 by plaintiff, is denied.

11.

The 11th paragraph of the Second Amended Complaint, numbered 10 by plaintiff, is denied.

SECOND CLAIM FOR RELIEF

(Breach of Contract--Unpaid Contract Earnings)

12.

The 12th paragraph of the Second Amended Complaint, numbered 11 by plaintiff, is answered in the manner in which defendant responded to the paragraphs referenced therein above.

13.

The 13th paragraph of plaintiff's Second Amended Complaint, numbered 12 by plaintiff, is denied.

14.

The 14th paragraph of plaintiff's Second Amended Complaint, also numbered 12 by plaintiff, is denied.

THIRD CLAIM FOR RELIEF

(Breach of Contract--Cardinal Change)

15.

The 15th paragraph of plaintiff's Second Amended Complaint, numbered 13 by plaintiff, is answered in the manner in which defendant responded to the numbered paragraphs incorporated therein above.

16.

The 16th paragraph of the Second Amended Complaint, numbered 14 by plaintiff, is denied.

17.

The 17th paragraph of the Second Amended Complaint, numbered 15 by plaintiff, is denied.

FOURTH CLAIM FOR RELIEF

(Misrepresentation)

18.

In answer to paragraph 18 of the Second Amended Complaint, defendant realleges its answers above to the numbered paragraphs referred to therein.

19.

The 19th paragraph of the Second Amended Complaint is denied.

20.

In response to paragraph 20 of the Second Amended Complaint, defendant admits that it did not inform plaintiff of changes in the quantity of aggregate base prior to contract award. Defendant denies that its project engineer was aware of said changes prior to contract award and denies any remaining implications of the paragraph.

///

///

21.

The allegations of paragraph 21 of the Second Amended Complaint are denied. Defendant specifically cautioned plaintiff against such reliance in the bid documents and had no intention that plaintiff would rely upon them except to provide a unit price and extrapolation for bid comparison purposes only.

22.

The allegations of paragraph 22 of the Second Amended Complaint are denied.

23.

Paragraph 23 of the Second Amended Complaint is denied.

24.

Paragraph 24 of the Second Amended Complaint is denied.

FIFTH CLAIM FOR RELIEF

(Misrepresentation)

25.

In response to paragraph 25 of the Second Amended Complaint, defendant realleges its answers above to the paragraphs incorporated therein by reference.

26.

The allegations of paragraph 26 of the Second Amended Complaint are denied.

27.

The allegations of paragraph 27 of the Second Amended Complaint are denied.

///

28.

The allegations of paragraph 28 of the Second Amended Complaint are denied.

29.

The allegations of paragraph 29 of the Second Amended Complaint are denied.

30.

The allegations of paragraph 30 of the Second Amended Complaint are denied.

AFFIRMATIVE DEFENSES

FIRST AFFIRMATIVE DEFENSE

(Waiver)

31.

Defendant realleges and incorporates by reference the matters pled and admitted in response to paragraphs 1 through 17 above.

32.

Among its terms, the contract included provisions requiring the contractor to provide notice in writing and delivered beforehand of any work, change, alteration or extra for which plaintiff intended to claim compensation above the prices provided for in the contract bid schedule. The contract between the parties further provided that should the plaintiff fail to provide such notice or to provide the engineer facilities to keep a strict account of the actual cost of the work, any claim by

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plaintiff for extra compensation on account of such work is deemed to be waived.

33.

Plaintiff failed to provide notice in writing of its claim as required in advance of incurring costs allegedly connected therewith and also failed to provide the engineer with facilities to keep an accounting of the work and, has therefore waived the claims advanced in its First, Second and Third Claims for Relief.

SECOND AFFIRMATIVE DEFENSE

(Estoppel/Misrepresentation)

In response to plaintiff's First, Second, Third, Fourth and Fifth Claims for Relief, defendant pleads as follows:

34.

Defendant realleges the matter admitted in its responses to paragraphs 1 through 17 of plaintiff's Second Amended Complaint.

35.

Commencing on or about May 25, 1983, and at all times material thereafter, plaintiff represented to defendant that it was purchasing aggregate base rock, shoulder rock and Class B asphalt mix from Toledo Sand and Gravel Inc., an independent commercial supplier of such products which made commercial sales to the public from the Logston Pit and which was in no way connected with, part of, or linked to the plaintiff corporation other than as a material supplier. Plaintiff intended that the defendant rely upon these representations in awarding the contract to the plaintiff, in judging plaintiff's compliance with labor provisions and in determining the cost of materials purchased by the plaintiff for use under the contract. Defendant did so rely.

36.

Plaintiff further represented that the cost of materials furnished to it by the independent commercial supplier, Toledo Sand and Gravel Inc., was as set out in the material supplier agreement, a copy of which is attached hereto as Exhibit A. Those representations were made to establish plaintiff's claim of exemption from Davis-Bacon Act wage rates and to meet the requirement that it do 50% of the work with its own forces. Those representations continued throughout the course of the contract until plaintiff's claim for extra compensation was presented.

37.

Plaintiff knew or should have known that the representations described in paragraphs 35 and 36 above were false, but intended that the defendant rely upon them. Defendant did so rely in awarding plaintiff the contract, in making payment to plaintiff under the contract, in considering the potential cost impact of changes thereto, and the impact of such change upon the plaintiff.

38.

By reason of its misrepresentations set out above, plaintiff is estopped from asserting claims against the defendant based upon costs allegedly incurred by plaintiff, its subcontractors, and related family corporations in developing and extracting materials from the Logston Pit.

THIRD AFFIRMATIVE DEFENSE

(Estoppel/Notice)

In response to plaintiff's First, Second and Third Claims for Relief, defendant pleads as follows:

39.

Defendant incorporates by reference the matters set out in paragraphs 34 through 38 above.

40.

The contract between plaintiff and defendant contained provisions which required plaintiff to notify defendant in writing in advance of incurring costs of any facts which it believed would give rise to a claim for extra compensation. Further the contract required plaintiff to make available to the defendant all books and records concerning the cost of the work so that defendant could determine in advance the likely cost impact of doing the work and make an informed decision as to whether or not to proceed.

41.

Plaintiff by its silence and failure to give notice under the contract made a continuing representation to the defendant that no material change had occurred in cost of producing, furnishing and placing aggregate materials and the bid prices were adequate compensation therefore. Plaintiff knew or should

///

have known that defendant would rely upon its continuing representation and intended that occur.

42.

Defendant did so rely as plaintiff intended. Plaintiff, by reason of its failure to give notice, ought now to be estopped from presenting claims for extra compensation.

FOURTH AFFIRMATIVE DEFENSE

(Engineer's Decision)

In response to plaintiff's First, Second and Third Claims for Relief, defendant alleges:

43.

Defendant realleges the matters pled and admitted in response to paragraphs 1 through 17 above.

44.

The contract between plaintiff and defendant contained provisions requiring that all disputes as to the quantity, quality, adequacy, and cost of work be submitted to the engineer for determination, and that upon consideration, the engineer shall make a determination for or against plaintiff in such an amount as he determines to be fair and equitable.

45.

The claims presented in the Amended Complaint, claims 1 through 3, were presented to the engineer and a decision thereon rendered. Absent a showing of fraud or gross mistake tantamount to fraud, the decision of the engineer is binding.

///

FIFTH AFFIRMATIVE DEFENSE

(Sovereign Immunity)

46.

Defendant to plaintiff's Third, Fourth, and Fifth Claims for Relief is the State of Oregon. The State of Oregon is immune from such claims by reason of its sovereign immunity.

SIXTH AFFIRMATIVE DEFENSE

(Statute of Limitations)

In response to plaintiff's Fourth and Fifth Claims for Relief, defendant pleads:

47.

The events described to support plaintiff's Fourth and Fifth Claims for Relief are alleged to have occurred in 1983. Plaintiff's claim is barred by ORS 12.110.

SEVENTH AFFIRMATIVE DEFENSE

(Failure to Give Tort Claim Notice)

In response to plaintiff's Fourth and Fifth Claims for Relief, defendant pleads:

48.

At all time relevant there existed ORS 30.275 which required plaintiff to give defendant notice of its claims within 180 days of the alleged loss.

49.

Plaintiff failed to give the required notice and its claim is therefore barred.

///

EIGHTH AFFIRMATIVE DEFENSE

(Statute of Limitations)

50.

At all times relevant there existed ORS 30.275(8) which required an action for misrepresentation against this defendant to be commenced within two years.

51.

The events for which plaintiff seeks relief occurred in 1983 and early 1984. This action was not commenced until after expiration of the limitation period.

COUNTERCLAIM

(ORS 20.105)

52.

At all times relevant to this litigation there existed ORS 20.105 which provides that a party against whom a claim is asserted wantonly, oppressively, or in bad faith may recover its costs and fees including attorney fees in connection with the defense thereof.

53.

Plaintiff's Fourth and Fifth Claims for Relief herein are advanced in bad faith to avoid possible resolution of the matter upon summary judgment. These claims are meritless, however, defendant will nonetheless be required to appear and defend them, including costs of depositions, discovery, motions and trial. Pursuant to ORS 20.105 defendant is entitled to recover its reasonable attorney fees, costs and disbursements in doing so.

WHEREFORE, defendant prays that plaintiff be denied relief and that a judgment be entered:

1. Dismissing plaintiff's First, Second, Third, Fourth and Fifth Claims for Relief, and allowing plaintiff nothing thereon;

2. For defendant's costs, attorney fees and disbursements pursuant to ORS 20.105 in an amount to be established as provided by ORCP Rule 68;

3. For such other relief as the Court deems just.

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

/s/ WILLIAM F. CLORAN

WILLIAM F. CLORAN OSB# 72050
Assistant Attorney General
Trial Attorney
Of Attorneys for Defendant
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

962—

9624

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

STATE COPY

REGION NO. 10	REPORT NO. 1	COUNTY Lincoln	DIVISION Oregon
DATE OF REPORT NOV 10 '87	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. RS-A531(1)
COMPLETION DATE (Actual) July 18, 1984	ACCEPTANCE DATE BY CONRTACT AGENCY September 26, 1985	TIME ELAPSED 215 %	CONTRACT TIME 215 CD Used 100 CD

LOCATION Steer Creek-Nash Hill Section of Rock Creek Road approximately 6 miles northeast of Eddyville.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of aggregate base and asphalt concrete pavement.

   B. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Bob Angell, Inc.

3. Contract Amount: $589,622.60

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE (SHD Official) C. O. Fredrickson

TITLE Construction Engineer

Z 7

RECEIVED
STATE HWY ENGR
DEC 4 '87
REFER TO Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

cj
12/7

NOTED
W. E. SCHWARTZ

FHWA FINAL 8/1/84

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE	
TITLE Area Engineer	DATE 12/1/87	TITLE District Engineer A	DATE 12/2/87

FORM FHWA 1446B
(Rev. 2-84)

PREVIOUS EDITIONS MAY BE USED.

STATE OF OREGON **INTEROFFICE MEMO**
Highway Construction 378-6318 FILE: ~~CON 5~~ 9624

TO: William Anhorn
Region Engineer

DATE: June 5, 1986

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Contractor Performance

REGION 2 OFFICE
RECEIVED
JUN 09 1986
RLO ___ RQS ___
[✓ RE] ___ [✓ RCE] KEH ___ [✓ RME] ___ RDM ___
RTS ___ RLS ___ RPC ___ RFS ___
RUS ___ RG ___ RSR ___

The attached insurance company form is a request for an evaluation on the work performance of Bob Angell, Inc. on the Steer Creek-Nash Hill Section, Contract No. 9624 in Lincoln County. Please fill out the form and return it to the Contract Payments Unit in the Construction Section.

OBJ:11
05291k

REGION 2 OFFICE
RECEIVED
JUN 23 1986
RLO ___ RQS ___
[✓ RE] ___ [✓ RCE] ___ [✓ RME] ___ [✓ RCM] ___
RTS ___ RLS ___ RPC ___ RFS ___
RUS ___ RG ___ RSR ___

7/18/86
Ret to
Ohio Cas. Ins. Co.
@ San Mateo

RECEIVED
JUN 1[illegible] 1986
OFFICE OF PROJECT MANAGER
NEWPORT, OREGON

81-125-1387

[illegible]
Date 3-14-86

Oregon State Highway Division
Transportation Building
Salem, OR 97301

RE: Bob Angell, Inc.
P.O. Box 4288
Eastside, OR 97420

The Ohio Casualty Insurance Company is considering the extension of surety bonding credit to the contractor or firm named above. We have been informed that work on the projects listed below was performed for you or under your supervision. Your courtesy in answering a few questions about the performance of the contractor's organization would be sincerely appreciated. A self-addressed reply envelope is enclosed for your convenience.

Any information which you give us will be held completely confidential and we understand that any opinion expressed by you is opinion only and is given as such without prejudice or responsibility on your part.

Kathi Pick
Kathi Pick
Surety Department

Projects performed by contractor: ROAD BUILDING-PAVING , Westport-Gnat Cr. 1983 $1,261,970.00, Steer Cr-Nash Hill 1984 $624,575.00, Bethel Cr. Project 1985 $1,155,601.00 and Morris Rd. Project 1985 $425,977.00

1. Did the contractor provide adequate equipment, labor and supervision to complete these or other jobs, on schedule?

2. Did contractor pay all bills promptly ? #9603 claims filed, some paid.

3. Was the quality of his work: ☐ Excellent ☐ Good ☐ Fair ☐ Poor

4. Do you know of any unfavorable circumstances or credit problems experienced by this contractor?

5. Do you feel his organization is well adapted to this type of work?

6. Remarks

Firm Name

Date

By

Title

CONFIDENTIAL

S 4703

9624

N

October 16, 1985

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

CON 5
#9624

Contract No. 9624 awarded to Bob Angell Inc. for work on the Steer Creek-Nash Hill Section of FAS A531 in Lincoln County was completed on October 9, 1984 and accepted by the State Highway Division on September 26, 1985.

Final payment in the amount of $1,622.74 will be released to the contractor after October 21, 1985. The total contract amount is $589,622.60 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: Bob Angell Inc.
P.O. Box 4288
Eastside, OR 97420

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

FKN:arc

NOTED ON CARD
10-16-85 ac

962 jc

N

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A531(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Lincoln

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20083

6. TO

Mr. E. S. Hunter
Acting State Highway Engineer
State of Oregon
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
AUG 20 '85
REFER TO Potter
FOR
Info | Inves | R/D | U/R | | Act | File

7. DATE AUTHORIZATION EFFECTIVE August 14, 1985

8. FEDERAL ROUTE NUMBER Secondary A531

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Steer Creek - Nash Hill

11. GENERAL DESCRIPTION OF WORK

Contractor's Claim

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Fredrickson's letter of 8-12-85 this will confirm the date of 8-14-85 as date of Notice of Contractor's Claim and authorization to proceed with the necessary work in accordance with the Federal-aid Program Manual at a TEC of $10,000 - Federal Funds $8,183 (SFO 3) Reimbursement will be in accordance with the Federal-aid Program Manual.

The above authorization is contingent upon modification of Project Agrement if additional funds are required.

It should be noted that project was authorized under "Clause A" reimbursement at 81.83%.

14. DATE 8/19/85

15. SIGNATURE OF APPROVING OFFICIAL D. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-112	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County LINCOLN
MODIFICATION NUMBER 3		Project Number RS-A531(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 702,500.00	$ 725,000.00
Federal funds	$ 574,855.00	$ 593,267.00
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON APRIL 9, 1985

FEDERAL AID PROJECT NO. RS-A531(1)

STEER CREEK - NASH HILL SECTION
LINCOLN COUNTY ROAD

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
PRELIMINARY ENGINEERING

Preliminary Engineering as on Estimate of June 15, 1982	$ 13,000.00

TYPE CODE 1000
ROADWAY (Sta. 0+00 to Sta. 188+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Watering	$ 12.00	400	$ 4,800.00	1,500	$ 18,000.00	
Coarse Aggregate Base	5.75	27,576	158,562.00	29,121.47	167,448.45	
SUBTOTALS			$163,362.00		$185,448.45	
					Increase	$ 22,086.45
SUBTOTAL from Revised Estimate of August 9, 1984						603,517.00
					SUBTOTAL	$ 625,603.45
					Engineering	86,396.55
					TOTAL	$ 712,000.00

Length of Roadway ---------------------- 3.561 miles
Cost of Roadway Per Mile --------------- $199,943.84

SUMMARY OF FUNDS (81.83%)*

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS	COUNTY FUNDS
Preliminary Engineering	$ 13,000.00	$ 10,638.00	$ 1,181.00	$ 1,181.00
Roadway	712,000.00	582,629.00	64,686.00	64,685.00
TOTAL	$ 725,000.00	$ 593,267.00	$ 65,867.00	$64,685.00

Group 1: 100%
Contract No. 9624
Prefix: 521-1910
Prefix: 521-1016
* Clause A

WH:pf

9624

STATE COPY

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 11-176
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

11-15-84

Form Approved; O M B No. 04-R2089

State: Oregon

County: Lincoln

Project Number: RS-A531(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 697,991.00	$ 702,500.00
Federal funds	$ 571,166.00	$ 574,855.00
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 13th day of November, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

XX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 8, 1984

FEDERAL AID PROJECT NO. RS-A531(1)

Steer Creek - Nash Hill Section
Lincoln County Road

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
Preliminary Engineering

Preliminary Engineering as on Estimate of June 15, 1982	$ 13,000.00

TYPE CODE I000
Roadway (Sta. 0+00 to Sta. 188+00)

Subtotal from Revised Estimate of August 29, 1984	$603,517.00
Engineering	85,983.00
Total	$689,500.00

Length of Roadway ------------------ 3.561 miles
Cost of Roadway Per Mile ----------- $193,625.39

SUMMARY OF FUNDS (81.83%)*

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 13,000.00	$ 10,638.00	$ 1,181.00	$ 1,181.00
Roadway	689,500.00	564,217.00	62,641.50	62,641.50
TOTAL	$702,500.00	$574,855.00	$63,822.50	$63,822.50

Group 1: 100%
Contract No. 9624
Prefix: 521-1910
Prefix: 521-1016

*Clause A

WH:me

9624

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 9-8		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Lincoln
MODIFICATION NUMBER 2		Project Number RS-A531(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 1982, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 612,981.00	$ 697,991.00
Federal funds	$ 501,601.00	$ 571,166.00
Other revisions		

This modification is made for the following reasons:

To include increased construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of August, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 29, 1984

JAN

FEDERAL AID PROJECT NO. RS-A531(1)

Steer Creek - Nash Hill Section
Lincoln County Road

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE PE
Preliminary Engineering

Preliminary Enginnering as on Estimate of June 15, 1982 $ 13,000.00

.YPE CODE 1000
Roadway (Sta. 0+00 to Sta. 188+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Coarse Aggregate Base	$ 5.75	14,550	$83,662.50	27,576	$158,562.00
SUBTOTALS			$83,662.50		$158,562.00

Increase	$ 74,899.50
Subtotal from Revised Estimate of May 27, 198~~4~~3	528,617.50
Subtotal	$603,517.00
Engineering	81,474.00
Total	$684,991.00

Length of Roadway ---------------------- 3.561 miles
Cost of Roadway Per Mile -------------- $192,359.17

SUMMARY OF FUNDS (81.83%)*

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 13,000.00	$ 10,638.00	$ 1,181.00	$ 1,181.00
Roadway	684,991.00	560,528.00	62,231.50	62,231.50
TOTAL	$ 697,991.00	$ 571,166.00	$ 63,412.50	$ 63,412.50

Group 1: 100%
Contract No. 9624
Prefix: 521-1910
Prefix: 521-1016
*Clause A
WH:me

· 9624

STATE COPY

P

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 6-69
PROJECT REPORT NUMBER
MODIFICATION NUMBER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-8-83

State: Oregon
County: Lincoln
Project Number: RS-A531(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 18, 19 82, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 13,000.00	$ 612,981.00
Federal funds	$ 10,638.00	$ 501,601.00
Other revisions		

This modification is made for the following reasons: to add the construction phase.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of June, 19 83.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter
Manager, Program Section
(Title)

~~By~~ For: H.S. Coulter, P.E.
State Highway Engineer
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 27, 1983

Federal-Aid Project No. RS-A531(1)

Steer Cr.-Nash Hill Section
County Road in Lincoln County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering		All Required		$ 13,000.00
				$ 13,000.00

Type Code I000
Roadway (Sta. 0+00 to Sta. 188+00)

Mobilization		All Required		$ 45,000.00
Temporary Protection and Direction of Traffic		All Required		3,500.00
Temporary Signs	246	Sq. Ft.	5.00	1,230.00
Temporary Barricades	4	Each	30.00	120.00
Flagmen	800	Hour	10.00	8,000.00
Pilot Car	300	Hour	30.00	9,000.00
Watering	400	M-Gal.	12.00	4,800.00
Coarse Aggregate Base	14,550	Ton	5.75	83,662.50
3/4"-0 Aggregate Base	9,050	Ton	6.00	54,300.00
Class "B" Asphalt Concrete Mixture	11,500	Ton	16.00	184,000.00
Asphalt Cement in Mixture	660	Ton	178.00	117,480.00
Asphalt in Tack Coat	13	Ton	225.00	2,925.00
Extra for Asphalt Approaches	38	Each	200.00	~~521,617.50~~ 7600.00
				521,617.50

Anticipated Items

Permanent Pavement Striping	All Required		$ 7,000.00
		Subtotal	$ 528,617.50
		Engineering	71,363.50
		Total	$ 599,981.00

Length of Project Roadway	3.561 mi.
Cost of Roadway Per Mile	$ 168,486.66

SUMMARY OF FUNDS (81.83%*)

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 13,000.00	$ 10,638.00	$ 1,181.00	$ 1,181.00
Roadway	599,981.00	490,963.00	54,509.00	54,509.00
Total	$ 612,981.00	$ 501,601.00	$ 55,690.00	$ 55,690.00

Group 1 100%
Contract No. 9624
Prefix: 521-1910
Prefix: 521-1016

*Clause A

Steer Creek-Nash Hill Section
Nonparticipating-State Work

Single Mailbox Supports	5 Each	75.00	$ 375.00
Multiple Mailbox Supports	1 Each	150.00	150.00
			$ 525.00

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO.
6-178

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

[illegible]

State
Oregon

County
Lincoln

Project No.
RS-A531(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 13.9 mi. E. of Siletz, E. 3.8 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	6-8-82	3.8
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS PRO RATA 81.83%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 13,000.00	$ 10,638.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Program Management Engineer
(Title)
XXBy For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator JUN 15 1982

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen. File

Oregon State Highway Division
Salem, Oregon June 15, 1982

Federal-Aid Project
No. RS-A531(1)

Steer Cr.-Nash Hill Section
County Road in Lincoln County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$13,000.00
		$13,000.00

Length of project --------------- 3.8 mi.

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	County Funds
Preliminary Engineering	$ 13,000.00	$ 10,638.00	$ 1,181.00	$ 1,181.00
Retain in Program Status				
Contract Work	387,000.00	316,682.00	35,159.00	35,159.00
TOTAL	$400,000.00	$327,320.00	$36,340.00	$36,340.00

Group 1 100%
Prefix: 521-1910

FAS A531

1 Versteeg ✓
Anderson
2 Adams NEM
4 Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
NOV 15 1984
ROAD DESIGN
SECTION

Do Not File
Return to
Bring Up

NARRATIVE

STEER CREEK-NASH HILL
Hwy: ~~FAS A 501 (Rock~~ Creek Rd)
County: Lincoln
Project Manager: Charles W. Elroy
Prefix: 521-1016
Contract #: 9624

General Progress and Construction Problems:

This 3.56 mile federal aid base and paving project had many difficulties from the begining of the project. All of the major difficulties, in my opinion, resulted from the use of the Toledo Sand and Gravel pit (source # 21-12-2) and I strongly recommend the use of this pit not be allowed on any future State or Federal projects.

Problems with the material in this pit began with the crushing of the base rock and continued throughout the job. The large amount of dirt in the rock made it difficult for the contractor to keep his material within specifications, (see the attached sheets for 'non-spec material incorporated) and resulted in a large amount of testing and engineering expense.

The base rock for this job overran by twice the original contract amount. Originally, an AC overlay was to be placed over aggregate base furnished by county forces. Later the county requested that aggregate base be placed to a depth to meet federal standards, i.e., 15". Extra widening and buildup through the curves was also necessary. Thus, the large overrun.

The contractor, (Bob Angell, Inc.), claims that this large overrun caused him to get into a dirty portion of the pit that he had not originally planned to use, and feels that this created many of the problems he later had to deal with. I concur that this did put him into another, possibly dirtier, portion of the pit. However, he was told prior to using the pit that in all likelihood he would have to wash the material prior to making AC (this has been the case when this pit was used on prior jobs) and I feel this would have been the case even had there been no overrun of base rock.

The rock in this pit is extremely porous as well as dirty. Because of the excess dirt in the rock all the AC rock had to be washed prior to use, and because the rock sat over the winter and had to be washed it also had to be predried prior to use. The rock, even though it was predired, still held a lot of moisture, and because of the delay (oven dry method) in receiving percentage of moisture in mix, resulted in a large portion of non-spec material being incorporated into the project.

All of the above caused considerable time loss. The project was eventually completed on July 18, 1984, a 79 day overrun in time used.

Overrun in time:

A 28 day time extension has been allowed because of the large overrun of base rock and an 8 day extension due to inaccurate test results provided by the state. The adjusted calendar day count totals 136 days. Actual time to complete (a suspension of work order was issued form Nov. 15, 1983 to June 4, 1984) the project was 215 days, or a 79 day overrun. Liquidated damages have been assessed at $225.00/day = $17,775.00. (I expect the contractor to submit a request for additional extension of time).

Traffic control:

'Traffic control' was not out of the ordinary, with flagmen and pilot car being used. The only problem - this project was in an open range area and it was impossible to keep cattle and other animals out of the fresh pavement.

Innovative Construction Practices:

The sub-contractor, Angell Asphalt and Aggregate, Inc., implemented a 'water spray method' to remove some of the excess dirt from the rock while crushing aggregates. After numerous screen changes, trials of rejecting portions of the rock (various sizes on different attempts), etc., they sprayed water on the underside of the belt, when the wet belt met with the crushed material some of the dirt would stick to the wet belt, then a scraper would scrape it off into a reject pile.

Recommended Specification or Plan Changes

I cannot emphasize strongly enough that this pit not be used again on any state or federal projects.

Also, although I have no suggestions for an alternative, I feel that a more timely method needs to be developed for determining the percentage of moisture in mix.

Claims: Bob Angell, Inc. expressed in a meeting held with our office in which Ted Litchfield Region Construction Engineer was in attendance, that they would be submitting a claim for the overrun of base rock and for the washing of the paving rock. As of this date no amount for the claims has been expressed.

General: The project was to have been completed in 1983 but due to several problems listed previously it was completed in 1984. I feel the project would have progressed well if a different source of aggregate would have been used. I feel the public obtained a good, long lasting product, but at a high cost. A lot of extra engineering monies was spent to insure that the quality remained acceptable. Also, claims to be filed by the contractor will no doubt add to the cost of the project.

CWE/AIS/ais

se Rock - Non-spec. Incorporat Material

A large quantity of base rock is out of specification. The rock was not being stockpiled, but was being crushed and then placed directly on the road. By the time we would get the test results and adjustments could be made a substantial amount of rock would already be placed. A good deal of testing and attempts at correction went into this job. As you can see by the following breakdown, tests were inconsistant and it was difficult to pinpoint and correct the problem. The contractor was cooperative and made numerous attempts at correction, but the rock was extremely dirty and caused a great deal of problems both in aggregate base and AC aggregate production.

	Out of Spec.
Test #3 represented the first non-spec rock placed on the project.	137.47 tons.
Tests 4 and 5 passed, test #6 out	1537.11
The contractor adjusted screens and informational tests passed.	
Test #9 was out	1717.22
Tests 10 & 11 in	
Test 12 out	1752.98
Test 13 in, test 14 out	2489.89
Test 15 out	1790.99
Corrective methods - screen adjustments- were implemented.	
Tests 16-31 were informational only - getting into specs.	
Tests 32-35 were in.	
Test 36 out	959.40
Informational testing and adjustments	
Tests 38, 39, & 40 were in	
Tests 41 out	607.885
Tests 43-46 corrective action-informational	
Test 51 out	984.89
Additional adjustments and informational testing	
All further tests were in	

3/4"-0 Aggregate Base Non-spec. Incorporated Material

Approximately 20% of the 3/4"-0 aggregate base material incorporated was out of specs. This was a result of the large amount of dirt in the rock and is reflected on tests 15, 16, and 18. We had only one test out in S.E. and two (non-consecutive) in the 10-0/¼-0 area. Since the rock was being placed at the time it was crushed, this resulted in a larger than normal percentage of the total incorporated material being out of specs. The failing tests were at the end of production and by the time tests showed a repetative problem all the material was crushed and placed.

AC - Non spec Material Incorporated

The aggregate once again caused a great deal of problem and out of spec material being incorporated into the project when it came to AC production. The material was extremely dirty and had to be washed prior to AC mixture production.

The contractor started placing pavement on 6/11/84. The first test was out in percentage of asphalt, but the follwing 5 tests were in. We were using the oven dry method to test for the percentage of moisture so it was the following day before we got moisture results. By that time 834 tons of out of spec mix (out in moisture) was on the road. (This pattern repeated itself continually.) The contractor shut down his paving operation at noon on 6/12/84 and began drying his $\frac{1}{4}$-0 paving aggreagate. He resumed paving in the PM of 6/13/84 after taking the above corrective action. The moisture reading for the 13th was passing, but borderline. The contractor lowered the slope of the drier drum. Contractor still pre-drying $\frac{1}{4}$"-0 aggregate. Moisture for the 14th was out. The contractor shut down his paving operation and continued with the predrying of the aggregate. He felt that if he left the dried aggregate in the stock pile longer the moisture content would come down. We concurred. He resumed paving on 6/19/84. Moisture tests on 6/19/84 passed (borderline). Our oven was out of order on 6/25/84 - no moisture results. (Later results received on a sample from a non-sealed container ran by Salem showed a moisture of .7, passing but borderline). Contractor continueing to predry and stockpile aggregate.

Started paving the top lift on 7/2/84. Moisture reading for 7/2/84 was out. Contractor spent 7/5-6/84 drying the $\frac{1}{4}$-0 and 3/4-$\frac{1}{4}$ aggregates. Ran a trial batch 7/6/84. Moisture passed. Resumed paving on 7/9/84. The 24 hr moisture reading reviewed on 7/10/84 showed the moisture was still out. Shut the contractor down. Only approximately 200 tons left until completion. C. Elroy conversation with T. Litchfield - allowed paving to continue with the understanding that penalties would result.

Because of the high moisture content we also had a problem with the percent of asphalt in mix. As the moisture would go up the percentage of asphalt in the mix would go down. This also made it difficult to maintain a consistant percentage of asphalt.

All of these problems combined to result in a large percentage of the material incorporated being out of specs.

~~FAS A531~~ N
Lincoln Co

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Steer Creek-Nash Hill
Highway: FAS A531 (Rock Creek Rd.)
County: Lincoln

Contract #: 9624
Prefix: 521-1016
F.A. No.: FS-A531 (1)

	Original Auth.	Semi-final	±%
Bid Items	$616,265.33	$613,684.96	4%-
Anticipated Items	7,000.00	2,136.00*	69%-
Contingencies	23,811.41	*	
Engineering	85,000.00	115,000.00	35%+
Liquidated Damages		(17,775.00)*	
	$732,076.74	$710,909.96	

*Anticipated items - Striping crew striped the project 7/21/84, charges not yet available, these are estimated charges.

*Contingencies - Price agreement pending on overrun of 1½"-0 base rock.

*Liquidated Damages - Expect a time extension to be authorized on a portion of the excess days used.

*Anticipate penalties on out of spec. incorporated materials amounting to approximately $ 16,462.05 .

RECEIVED
OCT 5 - 1984
ROAD DESIGN SECTION

Versteeg
I Anderson A
Adams
Sy Macnab
Edwards
Terpin
Trout
Wakefield

Do not File
Return to
Bring Up
Action

NOTED
N. E. MANN

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Steer Creek Nash Hill

WEEK ENDING: Sept. 15, 1984

SECTION PREFIX: 521-1016

HIGHWAY: FAS A531 (Rock Creek Rd.)

COUNTY: Lincoln

NAME OF JOB: Steer Creek - Nash Hill

KIND OF WORK: Base and Paveing

CONTRACTOR: Bob Angell, Inc.

CONTRACT NUMBER: 9624

FEDERAL AID PROJECT NUMBER: FS-A531 (1)

DATE OF CONTRACT: May 11, 1983

DATE WORK STARTED: June 24, 1983

ESTIMATED COMPLETION DATE: July 18, 1984

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 136

CALENDAR DAYS USED: 215

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 158%

PROJECT AUTHORIZATION: $ 732,076.74

EXCLUSIVE OF ENGINEERING: $ 647,076.74

ENGINEERING AUTHORIZATION: $ 85,000.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 94%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ *647,076.74

ENGINEERING COST TO DATE: $ 114,030.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 134 %

DATE PROJECT WAS COMPLETED: July 18, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100%	100%	100%			
				3/4"-0	1½"-0	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				3.56	3.56			3.56
MILES PARTIALLY COMPLETED								
MILES COMPLETED								
TOTAL ESTIMATED QUANTITIES (CONTRACT)				9050	14550			11500
TOTAL QUANTITIES CORRECTED TO DATE				9206	28000			10855
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				9205.83	29340			10853.28
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				*We are not adjusting our estimated cost of comple
MONDAY				project at this time because there is still a price agreement to be negotiated on aggregate.
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CONSTRUCTION SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final has been submitted. This will be the last report.

SIGNED Charles W. Elroy LOCATION Newport, Ore.
Charles W. Elroy, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

9624

August 28, 1984

Mr. Thomas O. Branford
Attorney at Law
PO Box 1070
Newport, OR 97365

CON 5
#9624

Dear Mr. Branford:

We have received a copy of your letter of August 7, 1984, addressed to the Lincoln County Board of Commissioners and to Chuck Elroy regarding Contract No. 9624 for work on the Steer Creek-Nash Hill Project.

It is the State's policy not to withhold payments to prime contractors unless at the request of the surety.

Your client, Toledo Sand and Gravel, Inc., may file a claim against the performance bond for labor and material owed him. Attached is a copy of the statutes which outlines the filing procedure.

If your client wishes to do so, please file the original claim direct with this office. Our address is 121 Transportation Building, Salem, OR 97310. We will then file it with the Secretary of State.

If you have any questions, you may call me in Salem at 378-6526.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:kjm

Attachment

bc: O. B. Jackmond
D. O. Christensen
Chuck Elroy

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5

TO: D. O. Christensen
Region 2 Engineer

DATE: August 20, 1984

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Letter from Attorney T. O. Branford
Steer Creek-Nash Hill
Contract No. 9624

The subject letter, a copy of which is attached, was enclosed with the monthly progress estimate for the above contract. We will forward this letter to Bob Gormsen so that he can provide a copy to the Secretary of State and the contractor's bonding company. We will not take any other action to intercede between a contractor and his supplier. This letter stops short of stating that the supplier is giving notice of a lien (claim) against the contractor's bond. I suggest you ask Chuck Elroy to respond to Mr. Bradford in the following manner:

> "Your letter of August 7 has been forward to our Salem office. The Department will not intercede in matters between its contractors and their materialmen and/or suppliers. You may be able to file claim against the contractor's bond on this contract in accordance with Oregon Statute. If you elect to do so, I would appreciate a copy of your notice and/or filing."

OBJ:mk

bc: Bob Gornsen (Attach.) ✓

RECEIVED
[illegible]
COMMUNICATIONS SERVICES
DEPARTMENT OF TRANSPORTATION

Contains Recycled Materials

THOMAS O. BRANFORD
ATTORNEY AT LAW

SEA TOWNE
1646 N. COAST HIGHWAY
P.O. BOX 1070
NEWPORT, OREGON 97365
(503) 265-8812

August 7, 1984

REGION 2 OFFICE
RECEIVED
RLO..... AUG 09 1984 RQS.....
RE ..... RCE..... RME..... ROM .....
RTS ..... RLS..... RPC..... RFS .....
RUS..... RG ..... RSR ....

Board of Commissioners
Lincoln County Courthouse
Newport, Oregon 97365

Mr. Chuck Elroy
Resident Engineer
Highway Division
P.O. Box 37
Newport, Oregon 97365

RE: Steer Creek/Nash Hill paving job

Dear Commissioners and Mr. Elroy:

Please be advised that I represent Toledo Sand and Gravel, Inc., which company has been furnishing aggregate shoulder material and asphalt concrete mixture to Bob Angell, Inc. Pursuant to the terms of a contract between my client and Bob Angell, Inc., my client was to be paid within ten (10) days of the receipt by Bob Angell, Inc. of any and all payments from the State of Oregon. In addition, my client was to be paid on the basis of yardage/tonnage figures, excluding asphalt contents, furnished by the State of Oregon. My client has not been paid in full for the material he has provided to date, and I request that you take whatever action you deem appropriate regarding future payments to Bob Angell, Inc. in order to assure that my client receives full payment for the materials provided.

Thank you for your consideration.

Very truly yours,

Thomas O. Branford

TOB:tr

CC: Toledo Sand and Gravel, Inc.

RECEIVED
AUG 8 1984
OFFICE OF PROJECT MANAGER
NEWPORT, OREGON

NOTED
C. W. ELROY

RECEIVED
[illegible]
[illegible] OF TRANSPORTATION

9624

November 17, 1983

PRO-ACC

Mr. Joe Steere
Director of Public Works
880 NE 7th Street
Newport, OR 97365

Dear Mr. Steere:

RE: Additional Advance Deposit
Steere Creek-Nash Hill Section
Rock Creek Road, FAS-A531
Lincoln County, Contract No. 9624
Project No. RS-A531(1)

During the construction of this project it was agreed that additional rock was to be placed by the contractor as part of the contract. This resulted in an increase in the cost of the project by $131,500. The additional advance deposit to cover this increase is:

$131,500 x 0.09 = $11,835.00 Rounded to $11,800.00

Please make this additional advance deposit in the amount of $11,800.00 and submit by one of the three options on the attached sheet.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

HR:pf
Attachment

bcc w/Attachment: Phil Stearns, Region 2
Vern Skoog - Please return completed AD #83-111 when the additional advance deposit is received.

[illegible]

5

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE:	November 10, 1983
TO:	Oregon Transportation Commission
FROM:	H. S. Coulter State Highway Engineer
SUBJECT:	Request for Increase in Project Authorization Steer Creek-Nash Hill Section FAS A531 (Rock Creek Road), Lincoln County Contract No. 9624

In Reply Refer to File No
COM

This federal-aid base and paving project is approximately 50 percent completed, and it now appears that the final cost will exceed the project authorization by $131,500 or 21.9 percent.

The main reason for the overrun comes from additional quantities of base rock required to construct the project to the planned line and grade. The project was at one time intended as a paving project only to be placed on base rock furnished by county forces. The county subsequently requested addition of the base rock to the contract work, and the plans were reworked in the Design Section in Salem without benefit of adequate field information. This resulted in an insufficient amount of base rock being set up to provide the superelevations required to construct the project to acceptable standards. The resulting overrun of this material, together with additional watering needed to place it, added more than $93,000 to the cost of the project.

The balance of the overrun consists of additional engineering expenses incurred in testing and inspection of the increased amounts of base aggregate materials.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $131,500 to a new total of $732,076.74. This matter will be on the consent calendar for the November 23 meeting.

HHP:mk:lks

bc Fred D. Miller
R. W. Gormsen
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
George Bell

9624

5

November 9, 1983

CON

Bob Angell, Inc.
P. O. Box 4288
Eastside, OR 97420

Second Time Extension Request
Steer Cr.-Nash Hill
Contract No. 9624
FAP No. RS-A531(1)

Your request for 30 calendar days of additional contract time due to errors in the State testing of aggregates for this project has been carefully reviewed. Our records indicate this delay to be eight calendar days and a contract time adjustment of an additional eight calendar days is accordingly granted. The adjusted contract time of completion for this project is 136 calendar days.

If you wish to review this matter further, or to submit additional data, please contact Project Manager C. W. Elroy.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
C. W. Elroy w/att.
FHWA w/att.
Bob Church - Note: This time extension is non-participating

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO
378-2626

TO: D. O. Christensen
ACTING CONSTRUCTION ENGINEER

DATE: November 1, 1983

FROM: Gerald W. Wimer G. W. Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Steer Cr. - Nash Hill
Lincoln Co. FAS A531
Contract 9624

RECEIVED
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CONSTRUCTION SECTION
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Bob Angel, Inc., by the attached formal request, asked for another 30 calendar days (cds) to complete the subject project. They base their request upon the discrepancies between the State and the contractor's test results. This project originally had 100 cds and by a previous extension was increased 28 cds to a new total of 128, which with the requested 30 would make a new total of 158.

Project Manager Charles W. Elroy's October 25 analysis is attached. He recommends 10 cds.

Our only obligation is that on September 5, we utilized a dry screening method of reporting the A/C aggregate gradations to the contractor. It contained a standard factor for the difference with a wet sieve analysis. However, the standard factor in this dirty material was not appropriate and we did not wet sieve until September 13, or 8 days later. It seems appropriate to grant these 8 cds.

cc: C. W. Elroy

11-4-83

GWW/cal

W. E. Schwartz -

I concur and recommend granting a time extension of 8 calendar days due to inaccurate test results provided by the state. This time extension will be FHWA non-participating.

O. B. [illegible]

31-125-1387

962-1

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: November 2, 1983

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Steer Creek-Nash Hill Section
FAS A531 (Rock Creek Road), Lincoln County
Contract No. 9624

This federal aid base and paving project is approximately 50 percent completed and it now appears that the final cost will exceed the project authorization by $131,500.00 or 21.9 percent.

The main reason for the overrun comes from additional quantities of base rock required to construct the project to the planned line and grade. The project was at one time intended as a paving project only, to be placed on base rock furnished by county forces. The county subsequently requested addition of the base rock to the contract work, and the plans were reworked in the design shop in Salem without benefit of adequate field information. This resulted in an insufficient amount of base rock being set up to provide the superelevations required to construct the project to acceptable standards. The resulting overrun of this material, together with additional watering needed to place it, added more than $93,000 to the cost of the project.

The balance of the overrun consists of additional engineering expenses incurred in testing and inspection of the increased amounts of base aggregate materials.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $131,500.00. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: C. O. Fredrickson
Chuck Elroy ✓
R. D. Church
D. E. Swan ✓

PROGRAM SECTION
MANAGER ________ PROJECT UNIT ________
[illegible] 1 [illegible] 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ________________
FOR ________________

Form E-372 (Rev. 12-70)

[illegible]REGON STATE HIGHWAY DIVISIO[illegible]

Expected Overrun of Project Authorization

Project Steer Creek - Nash Hill Date 9/14/83

Highway FAS A531 (Rock Creek Road) Contract No. 9624

County Lincoln Kind of Work Base & Paving Contractor Bob Angell, Inc.

	Authorized	Estimated
Contract Amount	$ 522,142.50	$ 620,000.00
Anticipated Items	7,000.00	7,000.00
Contingency (4½%)	23,811.41	20,076.74 ~~20,000.00~~
Engineering	47,622.83	85,000.00
Credits		
PROJECT COST	600,576.74	732,076.74 ~~732,000.00~~-

NET INCREASE $ 131,500.00 ~~131,423.26~~ OR 21.9 ~~22~~ %

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) B.I. #7 Watering	$ 14,400.00	$ 9,600.00
(C) B.I. #8 - Coarse Aggregate Base	167,500.00	83,837.50
(C) Engineering	85,000.00	37,377.17

Principal reasons for overruns (Continue on reverse side): See attached sheet.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

Submitted by Charles W. Elroy
Resident Engineer
Charles W. Elroy

Noted by O. B. Jackmond
For Construction ~~or Bridge~~ Engineer

Confirmed by Harold Wenner
Regional Engineer

Noted by
Deputy or State Highway Engineer

SP*68727-734

September 8, 1983

CON

Bob Angell, Inc.
P. O. Box 4288
Eastside, OR 97420

Time Extension Request
Steer Creek-Nash Hill
Contract No. 9624
FAP No. RS-A531(1)

Your request for additional contract time in which to complete the above project has been carefully reviewed. A contract time adjustment of an additional 28 calendar days is granted due to the increased quantity of aggregate base required on this project. The adjusted contract time for completion is 128 calendar days.

Should you wish to review this matter further, or to submit additional data, please contact Project Manager Charles Elroy.

/s/ C. O. Fredrickson

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

NOTED
W. E. SCHWARTZ

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
C. O. Fredrickson w/att.
C. W. Elroy w/att.
FHWA w/att.
Bob Church

STATE OF OREGON
Highway Division - Region 2

INTEROFFICE MEMO

373-2626

TO: C. T. Keasey
CONSTRUCTION ENGINEER

DATE: August 25, 1983

FROM: Gerald W. Wimer
REGION 2 CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Steer Cr.-Nash Hill Section
Lincoln County FAS A531
Contract 9624
521-1016

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AUG 26 1983
CONSTRUCTION SECTION
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CP

Bob Angell, Inc., by the attached formal request, asks that the authorized 100 calendar days (cd) be increased by 30 to a new total of 130 cd. The request includes the consent of surety. The basic reason for the request is that we overran the course base aggregate 100 percent.

Project Manager Chuck Elroy, in his attached August 19 letter analyzes that an additional 23 cd is justified. However, in discussing the matter with him, I learned he inadvertently did not add in five days that were intended, making his real recommendation 28 cd.

This office determined that crushing started June 22 with the basic contract quantity completed 20 cd later on July 11. Also that it took another 40 cd to August 20 before the overall quantity of 28,803 tons was completed. That quantity was within 300 tons of being a 100 percent increase. Between July 11 and August 20 the contractor was shut down several times because of out-of-spec. material. During some of this time, he was making no effort to become within specification. It is certainly reasonable to accept the original 20 cd for the basic contract quantity and add three cd for more scalping in the expanded portion of the pit and another five cd for the dirtier part of the pit that had to be crushed for the added quantity. This results in the same 28 cd that Mr. Elroy recommends. Such an extension covers all of the time until September 28, or approximately two cd prior to the presently estimated September 30 completion date.

GW/rgb
cc: Chuck Elroy

9-2-83

W. E. Schwartz:

I concur with Region and Project Manager and recommend a time extension of 28 calendar days.

O. B. Jackmond

1-123-1387

91.5-1

CON 5

DATE: June 28, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Notification Contract Work Started
Federal-aid Project Number
RS-A531(1)

Contract 9624, Work Started June 23, 1983

Project Steer Creek-Nash Hill

Highway FAS A531 (Rock Creek Road)

County Lincoln

RDC:mk

cc: R. D. Church

9624

7

May 23, 1983

Bob Angell, Inc.
P. O. Box 4288
Eastside, OR 97420

CON 5
#9624

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 9624 for work on the Steer Creek-Nash Hill Section of FAS A531 (Rock Creek Road) in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

Enclosure

cc: United Pacific Insurance Co.
825 N.E. Multnomah, Suite 300
Portland, OR 97232

United Pacific Insurance Co.
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

bc: C. T. Keasey
Walt Hart
Robert Church
Jan Peterson
C. O. Fredrickson (contract signature pages attached)
Charles Elroy

Campbell
Galt &
Newlands INC
CG&N
PITTOCK BLOCK
921 S.W. WASHINGTON ST.
PORTLAND, OREGON 97205
PHONE 503/224-8390
PROFESSIONAL INSURANCE MANAGEMENT

May 18, 1983

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Contract No. 5 / 9624
Bob Angell, Inc.

Dear Mr. Gormsen,

Sorry to have overlooked getting the additional insured acknowledgement attached to the reverse side of the certificate.

Enclosed is the original and two copies for your use. We sent copies to all the insurance companies and to the contractor, Bob Angell, Inc.

Should there be any other question please let us know.

Very truly yours,

Hilary L. Kennedy

Hilary L. Kennedy
Encl.

HLK:ps

C.C: Bob Angell, Inc.

RECEIVED
MAY 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Campbell
Galt &
Newlands INC
CG&N
PITTOCK BLOCK
921 S.W. WASHINGTON ST.
PORTLAND, OREGON 97205
PHONE 503/224-8390
PROFESSIONAL INSURANCE MANAGEMENT

May 16, 1983

Oregon Transportation Commission
Dept. of Transportation - Hwy Division
121 Transportation Building
Salem, Oregon 97310

Re: Bob Angell, Inc
Construction of Bas & Paving
Steer Creek-Nash Hill Section,
Rock Creek Road FAS A531
Contract no. 9624

Gentlemen,

Enclosed are two copies of the above described contract executed as required along with contracts, final performance bonds and certificates of insurance.

Should there be any question please let us know.

Very truly yours,

Hilary L. Kennedy

Hilary L. Kennedy
Attorney-in-fact/Agent

HLK:ps

C.C: Bob Angell, Inc.

RECEIVED
MAY 17 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AFFILIATED INSURANCE SERVICES IN ais MAJOR CITIES UNITED STATES/CANADA

Bob Angell, Inc.
EXCAVATING CONTRACTORS

PHONE 267-2057
269-9474

ROAD & STREET CONSTRUCTION - CRUSHING - ROCKING - HAULING

641 6TH AVENUE
P. O. BOX 4288
EASTSIDE, OREGON 97420

April 18,1983

Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

ATTN:K. Turner, MBE Administrator

RE: Steer Creek-Nash Hill Section #9624

K. Turner:

As per your request, please find enclosed the name, address, and percentage of the job that will be done by Minority Contractors:

Name of contractor:J and J Fencing Co.
Address of contrac:694 North 34th Street
Springfield, Or. 97477

Items and amounts subcontracted

Item # 5	Flagging	$ 7,200.00
Item # 6	Pilot car	8,400.00
Item #14	Single mail box sup.	350.00
Item #15	Multiple mail box sup.	140.00
	Total amount of co[illegible]	$16,090.00
	Percentage of total contract	3.1%

OK K Turner
4-~~19~~-83
20

If you have any further questions on the above matter, please let us know.

Sincerely:

Larry L Garbode
for Bob Angell, Inc.

RECEIVED
APR 20 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC Ray Turner

9624

April 18, 1983

Honorable G. E. Stewart
Chairman, Lincoln County
Board of Commissioners
225 W. Olive Street
Newport, OR 97365

Attn: Mr. Joe Steere
County Engineer

Gentlemen:

On April 14, 1983 the Highway Division received a satisfactory bid from Bob Angell Inc., P.O. Box 4288, Eastside, OR 97420 for the Steere Creek-Nash Hill Section on FAS-A551. This is an FAS-C Project No. RS-A551(1). Based upon the Contractor's Bid the County's advance deposit will be:

Contractor's Bid	$522,142.50
Permanent Pavement Striping	$ 7,000.00
4 1/2% Contingencies	23,811.41
9% Engineering	47,622.83
Total Construction Costs	$600,576.74
Estimated PE Costs	10,000.00
Total Project Cost	$610,576.74

County Share of Project Costs 9% of $610,576.74 = $54,951.84

By rounding, the County advance deposit will be $55,000.00

We will award the contract when we receive your advance deposit, which should be in this office no later than May 6, 1983.

Awarded 11 May 1983 Informed Ed Harry & P Stearns

The attached sheet describes the three options for making your advance deposit. Please select the option you desire and submit your advance deposit according to the instructions.

Very truly yours,

ORIGINAL SIGNED BY
D. E. SWAN

D. E. Swan, P.E., P.L.S.
Project Unit Engineer

HR:pf
Attachment
bcc w/AD #83-19: Phil Stearns, Region 2
Vern Skoog - Please return completed AD # 83-19 when advance deposit is received.

1624

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A531(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20083

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/23/83

8. FEDERAL ROUTE NUMBER Secondary A531

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Steer Creek - Nash Hill Section

11. GENERAL DESCRIPTION OF WORK
High type pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 3/21/83 you are now authorized to proceed with the actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $632,500 Federal Funds $517,575 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your porposed design standards are lower than the nimimum design as approved, this office should be notified of such proposed exceptions and reasons thereof. (Clause A)

I accept the certification of Mr. Rod Henry dated 12/29/82 that provisions of FHPM 7-5-1 have been complied with.

RECEIVED
STATE HWY ENGR
MAR 25 '83
REFER TO Potter
FOR
Info Inves R/D D/R Sign Ad File

Orig to 3/25

14. DATE 3/23/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9634

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: December 28, 1982

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Program Control Engineer

Subject: Construction Obligation
Item No. 20083
Project No. RS-A531(1)
Steer Creek-Nash Hill Section
Lincoln County

It is the Oregon State Highway Division's present intention to receive bids for this project on January 27, 1983.

I request authorization to proceed with actions necessary to advance the physical construction provided for by the project at an estimated total cost of $551,000.00 with an obligation of $485,706.00 in Federal funds in accordance with Oregon's approved Certification Acceptance Plan.

JLG:bks
cc: H. Reynoldson
Guy Johnson
General Files

$ 425,280
10,640
$ 435,920

Form 734-3122

9624

OREGON STATE HIGHW[illegible] DIVISION [illegible]way # 521
120 DOT Building
Salem, Oregon 97310 12 17 82

Attention: Right-of-way Section

Subject: Federal Aid Project No. RS-A531(1) Prefix 521-1910

Project Name Steer Creek - Nash Hill
Rock Creek Road

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☑ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Newport, Oregon, this 13th day of October, 82

County of Lincoln

Albert R. Strand
County Judge/Chairman

Commissioner

Commissioner

Certified By:
Virgil Wilson
Regional Right-of-Way Supervisor
Date 12/17/82

Instructions: Complete A or B and C.
R/W File No. ________

76.01

[illegible]

PE - Survey Auth 13,000
will [illegible] the County [illegible]
[illegible]
County wishes this project to go this year 1982
(Sept)

Sept 3, 1982 - County wishes to proceed with the grading and
paving [illegible] [illegible] work

[illegible] Est 551,[illegible]
Phil Stearns is checking
with county

11-24-82 - Joe Steeve says [illegible]
an extra [illegible]. They wish to
add base [illegible]k as well.

12-13-82 - County suggested [illegible]
[illegible] [illegible] in [illegible]
Jan 1983 [illegible]

7624

County of Lincoln

Lincoln County Road Department
Joseph D. Steere, P.E.
Roadmaster

880 N.E. 7th Street
Newport, Oregon 97365
(503) 265-6611, Ext. 246

December 8, 1982

REGION 2 ENG.
RECEIVED
DEC 10 1982
☐ RLE ☐ RE ☐ RCE ☐ RME ☐ RTE ☐ RCL ☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE S

Mr. Phillip O. Stearns
Region 2 Federal Aid Engineer
Department of Transportation
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

RE: FAS Projects - Elk City Road and Rock Creek Road

Dear Phil:

The Road Department staff has reviewed the preliminary plans for Rock Creek Road and the Elk City Road. Our comments are as follows:

1. Since the plans call for 12' lanes, we would like to eliminate the curve widening.

2. We would like to have the subbase rock included in the contract. I am forwarding to Don Thurston, under separate cover, our new profile and quantity estimate for this portion of the project.

Sincerely,

James H Buisman

James H. Buisman, P.E.
Assistant County Engineer

JHB:rg

PROGRAM MANAGEMENT SECTION
DHJ ☐ DES ☐
SHM ☐ MJK ☐
DEC 13 1962
REFERRED TO__________
FOR __________
FILE: PM FA LG.

.9624

36 mi

OF OREGON

F TRANSPORTATION

HWAY DIVISION

PROPOSED PROJECT

– NASH HILL SEC.

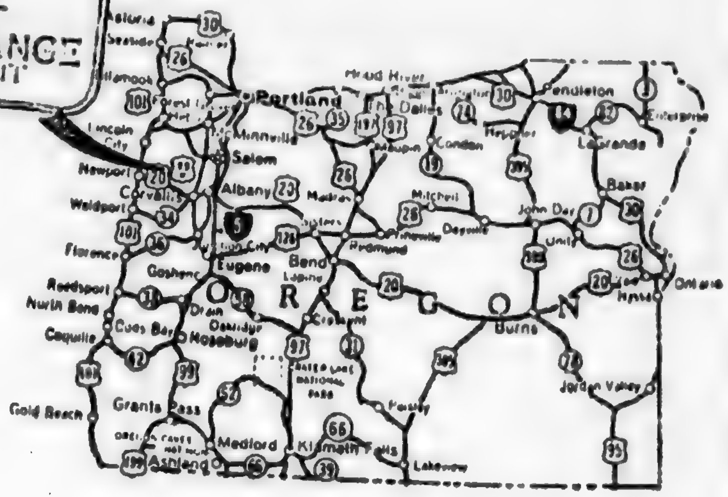
OCK CREEK ROAD)

OLN COUNTY

EER CREEK~NASH HILL SEC. FAS A531 (ROCK CREEK ROAD) LINCOLN COUNTY				SHEET No. 1
FED ROAD Div No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAS-C

PRELIMINARY COPY
OCT 15 1982
SUBJECT TO CHANGE
FINAL DESIGN UNIT


Astoria
Seaside
Tillamook
Portland
Hood River
The Dalles
Pendleton
La Grande
Lincoln City
McMinnville
Salem
Newport
Corvallis
Albany
Waldport
Florence
Eugene
Bend
Reedsport
North Bend
Coos Bay
Roseburg
Coquille
Burns
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Baker
Ontario
O R E G O N

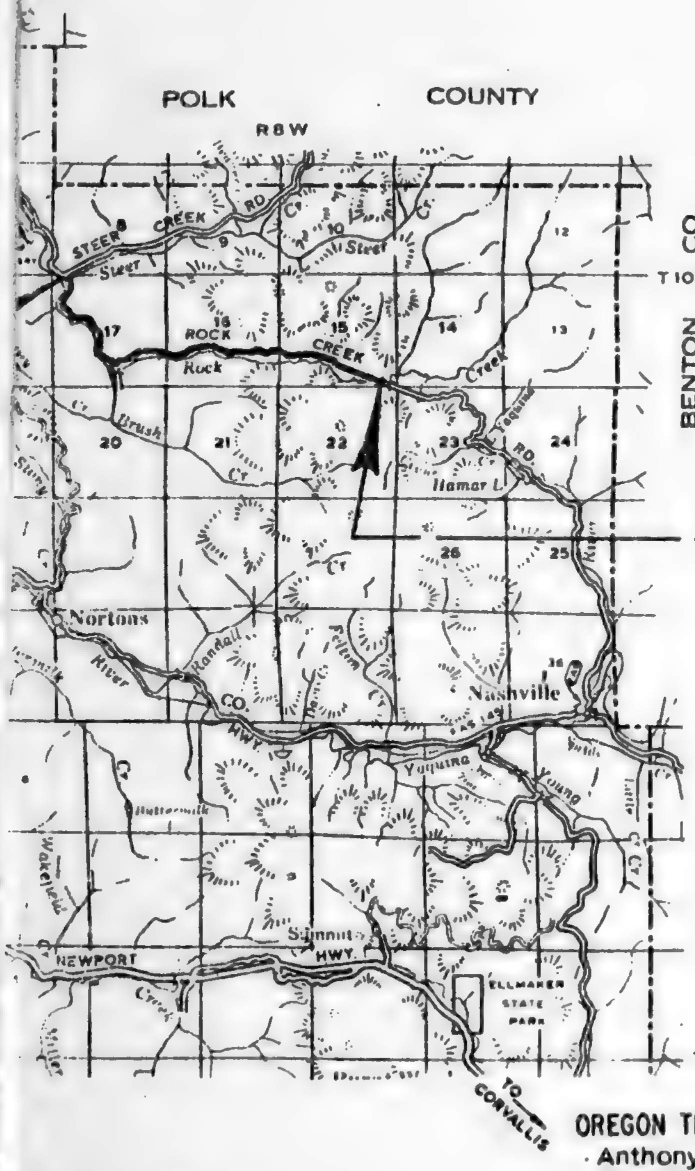
APPROVED 12-8 1982

BOARD OF COMMISSIONERS OF Lincoln COUNTY

BY Albert R. Strand
COMMISSIONER

COMMISSIONER

COMMISSIONER


POLK COUNTY
R8W
STEER CREEK RD
Steer Cr
ROCK CREEK
Rock Cr
Brush Cr
BENTON CO.
T10S
T11S
Hamar L.
Yaquina RD.
Nortons
Nashville
Yaquina
NEWPORT
HWY.
Summit
ELLMAKER STATE PARK
TO CORVALLIS
Sketch Map
1
2
Miles

END OF PROJECT
Sta. 188+00

N

H. S. COULTER

4652 OREGON MAY 13, 1960 EDGAR S HUNTER

H S. Coulter	STATE HIGHWAY ENGINEER
E. S Hunter	ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

FIELD OPERATIONS ENGINEER DATE

9624

File 521-1910

STATE OF OREGON

INTEROFFICE MEMO

TO: Frank E. Terpin, P.E.
Location Engineer

DATE: August 24, 1982

FROM: Gerald Wimer, P.E. Gerald Wimer
Region Construction Engineer

SUBJECT: Steer Creek - Nash Hill Section
Rock Creek Co Rd FAS A531
Lincoln County
Prefix 521-1910

RECEIVED
AUG 26 1982
LOCATION SECTION

to Final Design 9-8-82

The following data is submitted for the subject project:

1 roll	Mylar Map & Typical Sections
1 roll	Cross-Sections
1 pad	Cost Estimate & Quantity Summary Narrative Report Locating Engineers Statement
1 pad	Project Photos
1 book	Field Notes
1 set	Plans, Rock Cr Co Rd, 1979 Widening & Realignment

The project has been prepared on the basis of the typical section requested by Lincoln County. This section of 2(12') paved travel lanes plus 2(2') aggregate shoulders was acceptable to Bill Kappus, FHWA.

Lincoln County asked that we include the 2" of aggregate leveling as a contract item. They would like the option of deleting this item and doing the work themselves at the time of preliminary plan review if:

a) The contract work cannot be accomplished this season.

b) It is necessary to reduce the contract cost to meet funding limitations.

The County will place the aggregate subbase necessary to meet the surfacing design requirements. They will also place the shoulder aggregate.

The estimated cost of this project is $517,364. The estimated cost without the leveling course is $430,668. The programmed amount is $492,000. Lincoln County will contact Phil Stearns next week regarding the funding.

to City Co. 8-26-82
Returned 8-27-82

DT:sr
Encl.

cc: Don Thurston
File

Typical section changed by still is standard

to Bikeway Eng'r 8-30-82
[illegible] need it

81-125-1307

Contains Recycled Materials

File 521-1910

STATE OF OREGON
REGION 2 LOCATION OFFICE

INTEROFFICE MEMO

TO: Frank E. Terpin, P.E.
Location Engineer

DATE: September 3, 1982

FROM: Don Thurston
Region Location Supervisor

SUBJECT: Steer Creek - Nash Hill Section
Rock Creek Road
Lincoln County
Prefix 521-1910

Attached is a copy of a letter from Lincoln County pertaining to the subject project. This information should be forwarded to be included in the project data.

Joe Steere, County Engineer, was advised that FHWA would not approve a paved width less than that abutting the project. The paved width abutting this project is 24 feet which was okay with Mr. Steere.

DT:sr
Attch

cc: File w/attch

RECEIVED
SEP 03 1982
LOCATION SECTION

NOTED
F. E. TERPIN

COUNTY OF LINCOLN OREGON

LINCOLN COUNTY ROAD DEPARTMENT **County of Lincoln**

Office of the County Engineer
Joseph D. Steere

880 N.E. 7th St. ~~Public Service Building~~
~~210 S.W. 2nd Street~~
Newport, Oregon 97365
(503) 265-6611, Ext. 246

August 20, 1982

Mr. Phillip O. Stearns
Department of Transportation
Highway Division
2960 E. State Street
Salem, Oregon 97310

RE: FAS Projects - County Road #411 and #533

Dear Phil:

As discussed on August 19, 1982, the county wishes to proceed as follows:

1. The projects would be funded using the 82% federal, 9% state and 9% county formula.
2. The typical section will consist of two, 11-foot paved lanes with three foot rock shoulders for a total top width of 28 feet.
3. The county will place the needed aggregate subbase.
4. The paving contract to be prepared will include the 2" leveling course.
5. The county may, at its option, ask that the leveling course be removed from the contract at the preliminary plan review stage. In this event, the county would anticipate placing the leveling course with its own forces.
6. The county wishes to complete the projects in 1982.

8-30-82
→ advised Joe we need to meet existing 24' pavement with same section → S
(Okay)

Additionally, it is my understanding that:

1. The aggregate subbase need not meet state specifications, but that it is to be of essentially the same quality as that already placed.

2. The leveling course is to meet state specifications.

Sincerely,

James H Buisman

James H. Buisman, P.E.
Assistant County Engineer

JHB:rg

NARRATIVE REPORT

STEER CREEK - NASH HILL SECTION

ROCK CREEK COUNTY RD #141 (A531)
LINCOLN COUNTY

AUGUST 1982

HISTORY

The purpose of this survey is to prepare plans, specifications and cost estimate for surfacing County Road #141, (A531).

The County forces will place the aggregate subbase to the depth required by the surfacing design. They asked that we prepare the contract to include placing the 2-inches of aggregate leveling course.

The County would like to reserve the option of eliminating the leveling course and placing it themselves if:

a) The contract work cannot be accomplished this season.

b) It is necessary to reduce the contract cost to meet the program funding.

The County would like to keep this project and the Elk City project as separate contracts. They feel that offering a smaller contract will give the local contractors an opportunity to do some of the work.

As constructed Plan/Profile of this section has been submitted by the County. The Plan/Profile shows the horizontal and vertical alignment.

ALIGNMENT

The overall length of the survey is 3.55 miles, beginning at County Sta 0+00 and continuing to Sta 187+50, following the existing alignment. By using the County stakes found, the centerline of road and its R/W stations were approximated.

TYPICAL SECTION

The typical section as proposed on the original project request from the County was for a 32' wide section of 2(11') paved travel lanes and 2(5') gravel shoulders. Field investigation revealed that it was not possible to get that top width throughout the project.

After consulting with the County a survey authority was submitted with a typical section of 2(12') paved travel lanes plus 2(2') aggregate shoulders. This typical was desired to try to place the project in 3R work.

It was determined that the project would not qualify for 3R work. Consequently the typical section was changed to 2(12') paved travel lanes plus 2(2') paved shoulders.

The project was prepared on that basis. We met with Lincoln County on August 19, 1982 to review the project. At that time the County requested we use one of the following two typicals:

2(12') paved travel lanes + 2(2') rock shoulders
or 2(11') paved travel lanes + 2(3') rock shoulders.

These proposed typical sections were discussed with Bill Kappus, FHWA August 23, 1982. He gave verbal OK to use either section but would not approve a total paved width less than that abutting the project. The existing paving abutting this project is 24 feet. The section used is therefore 2(12') paved + 2(2') rock.

Curve widening on selected curves is included in the paving estimate.

The surfacing design was prepared after inspection of the existing base material. The design calls for:

4" AC Wearing & Base "Class B"
2" Aggregate Leveling Course
15" Aggregate Subbase*
*The existing materials are classified as aggregate subbase and vary in depth from 5" to 11".

Aggregate shoulders will be placed by County forces.

MAILBOXES

Mailbox turnouts are being evaluated for safety precautions. Paving the road will probably increase traffic speed, creating a hazard for carrier during stops to deliver mail at present location of boxes. Extra paved width to be determined by County. Present gravel width allows maximum width of 4' beyond normal edge of pavement.

SPECIAL PROVISIONS

In case contractor should haul over Nash Mt., County wants flagmen with radios for traffic control because of narrow one-way width road. Traffic control to begin at Green Mt. Road and continuing over the hill to the bottom on the north, approximate length 1.16 miles. This area is shown on small scale map.

NOTE: Contractor should be aware that this area is open range and could be liable for cattle.

PREPARATION OF BASE

It is anticipated the final blading, watering and rolling of the aggregate leveling will be required immediately prior to paving. The contractor shall have the equipment available to do this work as required. No separate measurement or payment will be made for this work; its cost will be included in one or more of the contract bid items (see letter from Lincoln County).

The roller used for preparation of base shall meet the same weight requirements as that used for AC paving.

No paving will commence until preparation of the base is satisfactory to the Engineer.

Form 81-734-3363

REGON STATE HIGHWAY DEPARTMEN

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 521-1910 Highway Rock Creek Rd Section Steer Cr - Nash Hill Section

Highway Class Secondary FAS-A531 Date August 11, 1982

Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map (Hard Copy).
☐	☒	☐	b. Small Scale Ownership Map.
☐	☐	☒	c. Abandonment Map.
☐	☐	☒	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☐	☒	☐	g. Location Profile.
☒	☐	☐	h. Located Line Cross Sections.
☐	☒	☐	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☐	☒	☐	l. Coordinate Sheets.
☐	☒	☐	m. Clearing and Grubbing Chart.
☐	☒	☐	n. Report on Bench Mark Recoveries (Form E-369)
☐	☒	☐	(1) Description of Bench Mark (Form E-185).
☐	☒	☐	(2) Report on Condition of Bench Mark (Form E-186).
☐	☒	☐	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☐	☐	☒	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☒	q. Property Appraisal and justifications for alternate facilities.
☐	☒	☐	r. Preliminary Soils and Material Report.
☐	☒	☐	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☒	☐	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☒	☐	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☐	☐	☒	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3. Have all required temporary easements been designated as to area, type and duration?
☒	☐	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☒	~~☒~~	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☒	☐	☐	8. Have you been over this project with a Soils representative?
☐	☐	☒	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☐	☐	☒	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☒	☐	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☐	☒	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

* Non Applicable

Signature Don Thurston
Locating Engineer

Address

Est. #4

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 1 of
Date 8-20-82

Section Steer Cr. - Nash Hill Section
County Lincoln

Kind Of Work Paving
2-12' Paved travel lanes, 2-2' Agg. Shld.
Length 3.55 Miles
Name

No.	Item	Code	Unit	Quantity	Unit Cost	Total
	Mobilization 6%	110	L.S.			24300
	TP & DT 2%	111	L.S.			7900
	Temporary Signs	111	Sq.Ft.	443	6.00	2658
	Flagmen	111	Hr.	435	22.00	9570
	2" Aggregate Leveling	304	Ton	6403	10.00	64030
	Class 'B' AC Mix	403	Ton	11522	15.00	172 830
	Asphalt in Mix	403	Ton	749	190.00	142,310
	Asphalt Tack Coat	407	Ton	4	250.00	1000
	Extra for AC Approaches	610	Each	20	200.00	4000
	Subtotal					428,598
	Engineering & Contingencies (20%)					85,720
						514 318
	Striping					3046
	Total					$517,364
						7800 6407
					24000	[illegible]

41024

8

August 6, 1982

Board of County Commissioners
Lincoln County
Box 947
Newport, OR 97365

AGR 4

Attention: Alberta M. Bryant
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2212

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a preliminary engineering and construction-finance agreement for a FAS-C project to resurface the Steer Creek-Nash Hill Section of Rock Creek Road.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dmc
Attachment

bc: Don Harwell (agree. att.)

7621

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Steer Creek - Nash Hill Section

HIGHWAY NAME: Rock Creek Road

HIGHWAY NUMBER: FAS-A531

REGION 2	ADMINISTRATIVE DISTRICT 4	COUNTY Lincoln	CITY

LENGTH: 3.8 mi

MILEPOST NUMBER: 6.2 TO 10.0*

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Lincoln County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Lincoln County requests a paving project on Rock Creek Road. The County will prepare the base, place base aggregate and leveling course prior to paving. Upon completion of the paving, the County will do the striping and whatever permanent signing is necessary. The County would like to include any guardrail work (if necessary) in the contract if funding permits.

*Co. M.P. 6.2 = M.P. 14.03 in our traffic data for A531.
Co. M.P. 10.0 = M.P. 17.83 in our traffic data for A531.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 250 (Co. Est.)**

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

**(1980) 160 - A531

APPROVED
Frank E. [illegible]
Location Engineer
Date 6/10/82

FORM 734-1730 (12-78) Page 1

3 - FEATURES	EXISTIN NUMBER AND WIDTH	PR SED NUMBER AND WIDTH
TRAVEL LANES	2 - (11') gravel	2(12') paved
SHOULDERS	2 - (2') gravel	2(2')paved
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	Minimal bike traffic - Can use shldr. area.
INTERCHANGES	None	None
OTHER:	None	None

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing (by County)	☒	☐	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☒	☐
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ____________	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ____________	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☒	☐
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☒	☐
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source (Commercial)	☒	☐	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Telephone, Power Line

4 - WORK ITEMS

	TO BE PERFORMED BY APPLICANT	 STATE	 CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT—OF—WAY	☐	N/A ☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	—
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	—
CORRIDOR APPROVAL	( )	—
FIELD SURVEY	(0)	1
PRELIMINARY DESIGN	( )	—
DESIGN APPROVAL/FINAL EIS	( )	—
RIGHT-OF-WAY DESCRIPTIONS	( )	—
RIGHT-OF-WAY ACQUISITION	( )	—
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	________ (Region)	[redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "B" Asphalt Concrete	3"	
Aggregate Leveling (in place)	2"*	
Aggregate Base (in place)	14"*	
*To be done By County.		

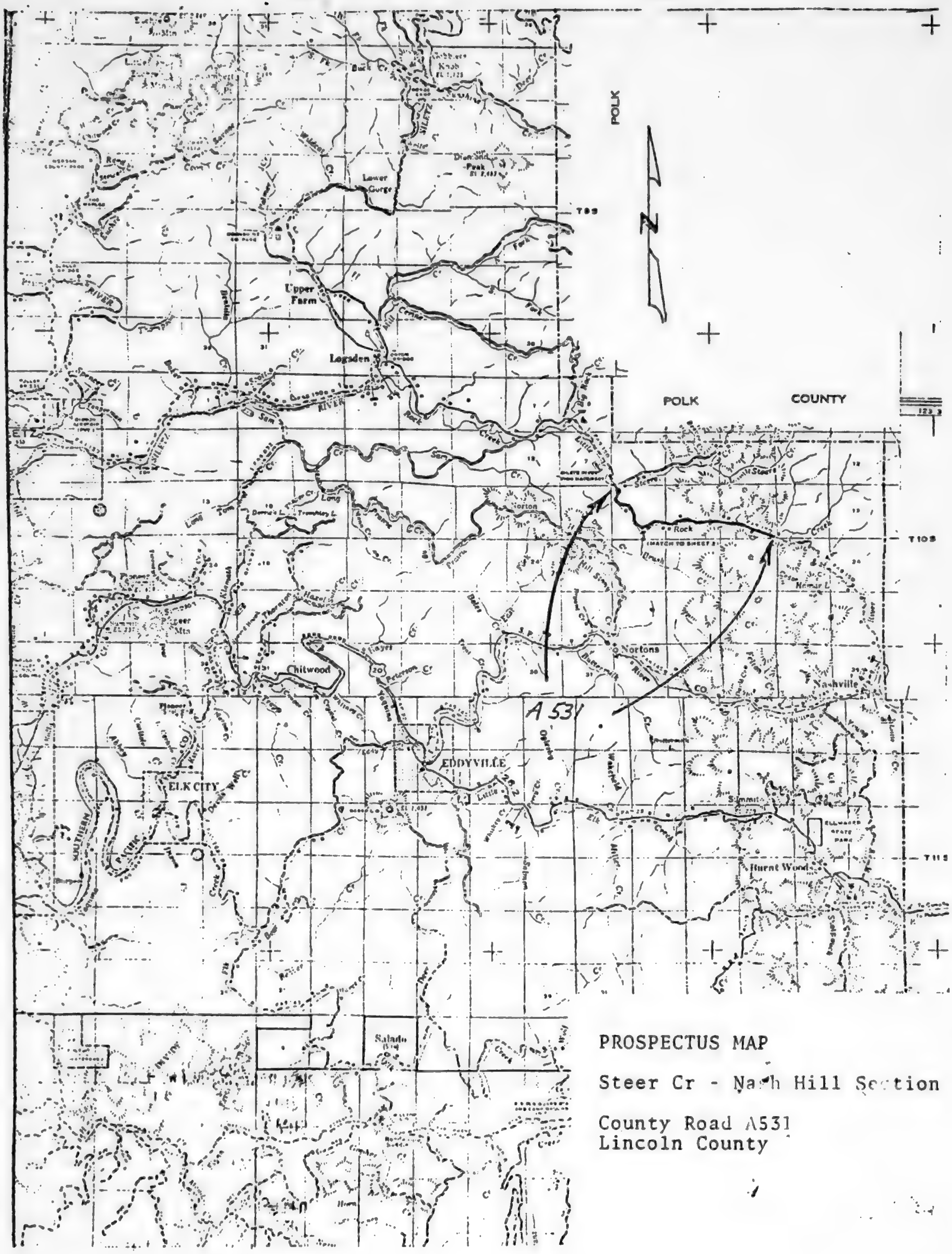
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	7,400	13.000
RIGHT OF WAY		
TRAFFIC CONTROL	17,870	38.000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	320,154	320 154
OTHER		
ENGINEERING & CONTINGENCIES	134,089	134 089
PROJECT TOTAL	479,513	505 243

SUBMITTED BY Don Thurston


POLK
POLK COUNTY
N
A531
Logsden
Upper Farm
Lower Gorge
Nortons
Nashville
Chitwood
EDDYVILLE
ELK CITY
Summit
Burnt Woods
Salado
Rock
Norton
MATCH TO SHEET 2

PROSPECTUS MAP

Steer Cr - Nash Hill Section

County Road A531
Lincoln County

9627

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A531(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lincoln

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20083

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/8/82

8. FEDERAL ROUTE NUMBER Secondary A531

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Steer Creek - Nash Hill Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $13,000 - F.F. $10,638
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 5/24/82.

(Note: This project approved under Clause A)

RECEIVED
STATE HWY ENGR
JUN 9 '82
REFER TO [illegible]
FOR
Info | Invs | R/D | D.R | Sign | Act | File

DM
6-10-82

14. DATE 6/8/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9624

LINCOLN COUNTY ROAD DEPARTMENT

County of Lincoln

Office of the County Engineer
Joseph D. Steere

Public Service Building
210 S.W. 2nd Street
Newport, Oregon 97365
(503) 265-6611, Ext. 246

June 1, 1982

Mr. Don Thurston
Department of Transportation
Highway Division
East State Highway Building
2960 State Street
Salem, Oregon 97310

RE: FAS Projects - Rock Creek and Elk City Road

Dear Don:

Pursuant to my conversation with Pete Fiddler of your office on May 28th, 1982, I wish to inform you that the county would accept a top width of less than 32 feet for the Rock Creek (FAS #531) and Elk City Road (FAS #525) FAS projects.

There are at least two possibilities for a lessor top width. One would be a combination of two 12-foot paved travel lanes and 2-foot paved shoulders for a total top width of 28 feet. Another would be the county's own standard of two 11-foot paved travel lanes and 4-foot gravelled shoulders, for a total top width of 30 feet.

As discussed with you previously, should there be monetary problems, it is the county's desire that these FAS projects concentrate on the paving of travel lanes. In this regard, should the county section be used, the Road Department would assume the responsibility for finishing the gravel shoulders upon completion of the paving.

Enclosed is the typical road section used for the reconstruction of both roads. No pavement is shown, since paving was not included in the projects.

The staff has discussed the problem of minor touch-up to the leveling course that might be required during the paving project. The general consensus is that this is best handled by the paving contractor, probably as part of his contract and on a time and material basis.

If I or any member of our staff can be of further assistance, please contact Joe Steere, Lon Lorimor or myself.

Sincerely,

James H Buisman

James H. Buisman, P.E.
Assistant County Engineer

JHB:rg

Enclosure

REGION LOCATION SUPERVISOR
RECEIVED
JUN - 2 1982
☑ SUPV. ☐ ASS'T ☐ O.M. ☐ CREW

9624

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 24, 1982

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Program Control Engineer

SUBJECT: Project Data Submission
Item No. 20083
Project No. RS-A531(1)
Steer Creek-Nash Hill Sec.
Lincoln County

Attached support data for the subject project consists of PR-1 forms, Authority for Survey and project maps.

I request authorization to proceed with all phases of preliminary engineering at an estimated total cost of $13,000 with obligation of $10,638 in Federal funds.

JLG:lms
Attachments

cc: C.O. Fredrickson (Region 2)
H. Reynoldson (w/att)
General Files

Form 734-3122

Budget Bureau No. 41-R2867; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

Rev. May 24, 1982
May 20, 1982

N NO.

.O.

PROJECT LOCATION (45 typewriter spaces) Co. Rd., 13.9 mi. E. of Siletz, E. 3.8 mi.	ADT	PRESENT 250 DHV 25	FUTURE -------	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 075	ITEM NO. 20083

PROPOSED WORK (35 typewriter spaces) . Pavement	NATL. FOREST	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RS-	NUMBER A531(1)	SEQ. NO.

I. Projects Only: POST MI. | DESIG.

RAL FUNDS: Rural Secondary

AREA: ----

COUNTY NAME: Lincoln — CODE 041

ROUTE NO. S — FEDERAL-AID A531 — STATE Co. Rd.* — U.S. ----

PROGRAM STAGE ☐ 1 OR ☐ 2

WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 81.83	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	PE			3.8	13,000	10,638	1,181	1,181	
	ROW								
	CONST (CODE) I000		"Steer Cr.-Nash Hill Sec.	3.8	387,000	316,682	35,159	35,159	ROW-60' normal; Access Control-none; Parking Restriction-none.
EPARED BY JLG			PROJECT TOTALS	3.8	400,000	327,320	36,340	36,340	

OGRAM APPROVAL DATES

REMARKS

*Rock Creek Road

-over-

USCOMM DUSCOMM-DC 48905-P61

Budget Bureau No. 41-R2067; App

U.S. DEPA
BU

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

Rev. May 24, 1982
May 20, 1982

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 13.9 mi. E. of Siletz, E. 3.8 mi. 21 65	**ADT**	PRESENT 250 DHV 25	FUTURE ------- (66) (70)	YEAR ---- (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) PE, H.T. Pavement 20 62	NATL. FOREST (63) (65)	FH ROUTE NO.	[illegible]	[illegible]	[illegible]	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 22	NUMBER A531(1) 7	SE

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Lincoln				CODE 041 (14) (16)
	NAME OF URBAN AREA ---- 17-31	ROUTE NO. S	FEDERAL-AID A531 (32)	STATE Co. Rd.* (36)	U.S. (37) ---- (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 81.83	STATE FUNDS	OTHER FUNDS	
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (75)			
5					**PE**			3.8	13,000	10,638	1,181	1,181	
5					**ROW**								
5					**CONST** (CODE) I000		"Steer Cr.-Nash Hill Sec.	3.8	387,000	316,682	35,159	35,159	ROW Acc Par non

ESTIMATED PROJECT COST BY PHASES

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	3.8	400,000	327,320	36,340	36,340
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (32)	REMARKS	

*Rock Creek Road

USC

Existing Facility: Basic 22-foot gravel surfaced roadway.

Adjacent Sections:

West End --- 22-foot bit. surf. travel lanes with 2-foot gravel shoulders.
East End --- 20-foot gravel surfaced roadway.

Project Data: The work consists of the following:

1) Preliminary engineering all phases.
2) High-type pave two 10-foot traffic lanes with 6-foot (1' paved, 5' gravel) shoulders and incidental work common to this type of project. (Rehabilitation of the base and shoulder improvement to be done by County forces at their expense).

Right-of-Way: None involved.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

23 CFR 771 Requirements: Statewide Categorical Exclusion concurred in by FHWA on February 25, 1980.

FHPM 4-1-4 Requirements: Exempt under paragraph 5e.

FHPM 7-7-5 Requirements:

1) Public Hearings --- None required under Oregon Action Plan.
2) Location/Design --- Not a factor in the development of project.

Accomodation of Utilities: A State-County agreement complying with paragraph 6d(1) of PPM 30-4.1 (FHPM 6-6-3-2) will be executed.

Maintenance: A State-County agreement complying with Section 116, Title 23 USC will be executed.

Note: Project is in Congressional District No. 1.

County requested Clause "A" matching ratio.

9624

Form 81-734-3039

(SNH0001)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Steer Creek - Nash Hill Section

Highway Rock Creek Road FAS-A531

County Lincoln #21

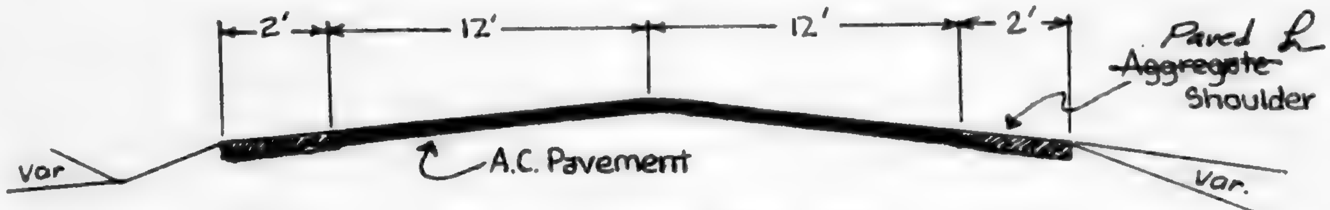
Date May 6, 1982

Authorization No. 1

Survey Prefix 521-1910 (Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is Co M.P. 6.2 which equals M.P. 14.03 on FAS Log for Logsden - Nashville Rd. The easterly Co M.P. 10.0. The route follows the existing Rock Creek Rd. Length is 3.8 miles.



TYPICAL SECTION

Purpose of survey:

Prepare plans, specifications and cost estimate for paving project.

Estimate of Costs;

Project Manager9	(901)	$6,000
Final Design	(905)	3,000
Soils & Geology	(910)	1,000
Traffic	(911)	200
Utility Liaison	(914)	200
Program Management	(920)	300
Specifications	(921)	2,000
Adm. Serv. (Eng.)	(922)	100
Environmental	(923)	200

RS-A531(1)
6-8-82

Approv. by [illegible] 4-19-82

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

RECEIVED
JUN 14 1982
LOCATION SECTION

Total estimated cost of survey	$13,000
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by: Don Thurston
Don Thurston
Field Engineer

Recommended for Approval:
for Regional Engineer

Recommended for Approval:
Location Engineer

Approved:
Assistant State Highway Engineer

SP*19760-734

9624.

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OR[illegible]ON DEPARTMENT OF TRANSPOR[illegible]TION
LOCATION UNIT

DATE 5-6-82
PREFIX

1 - IDENTIFICATION

PROJECT NAME: Steer Creek - Nash Hill Section

HIGHWAY NAME: Rock Creek Road

HIGHWAY NUMBER: FAS-A531

REGION	ADMINISTRATIVE DISTRICT	COUNTY	CITY
2	4	Lincoln	

LENGTH: 3.8 mi

MILEPOST NUMBER: 6.2 TO 10.0*

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☒ YES ☐ NO

IF YES, UNIT OF GOVERNMENT: Lincoln County

TYPE OF FUNDS: ☐ FAI ☐ FAP ☒ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Lincoln County requests a paving project on Rock Creek Road. The County will prepare the base, place base aggregate and leveling course prior to paving. Upon completion of the paving, the County will do the striping and whatever permanent signing is necessary. The County would like to include any guardrail work (if necessary) in the contract if funding permits.

*Co. M.P. 6.2 = M.P. 14.03 in our traffic data for A531.
Co. M.P. 10.0 = M.P. 17.83 in our traffic data for A531.

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 250 (Co. Est.)**

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE		A	B	C	D	E	F
	EXISTING	☐	☐	☐	☐	☐	☐
	PROPOSED	☐	☐	☐	☐	☐	☐

DESIGN SPEED (MPH)	DESIGN STANDARDS	TRAFFIC ANALYSIS
55	AASHTO	☒ LIGHT ☐ MEDIUM ☐ HEAVY

**(1980) 160 - A531

3. FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2 - (11') gravel	2(10') paved
SHOULDERS	2 - (2') gravel	2(2')paved + 2(2')gravel
MEDIANS	None	None
PARKING LANES	None	None
SIDEWALKS	None	None
BIKEWAYS	None	Minimal bike traffic - Can use shldr. area.
INTERCHANGES	None	None
OTHER:	None	None

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing (by County)	☒	☐	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☐	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☐	☐
Coast Guard	☐	☐	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☐	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source (Commercial)	☒	☐	☐	Reconnaissance Available	☐	☒	☐
Utilities	☒	☐	☐	Design Review	☐	☒	☐

Type Telephone, Power Line

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	N/A ☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	
CORRIDOR APPROVAL	( )	
FIELD SURVEY	(0)	1
PRELIMINARY DESIGN	( )	
DESIGN APPROVAL/FINAL EIS	( )	
RIGHT-OF-WAY DESCRIPTIONS	( )	
RIGHT-OF-WAY ACQUISITION	( )	
P.S. & E. DOCUMENTS	( )	

RECOMMENDED CONSTRUCTION DATE ________ (Region) ________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Class "B" Asphalt Concrete	3"	
Aggregate Leveling (in place)	2"*	
Aggregate Base (in place)	14"*	
*To be done by County.		

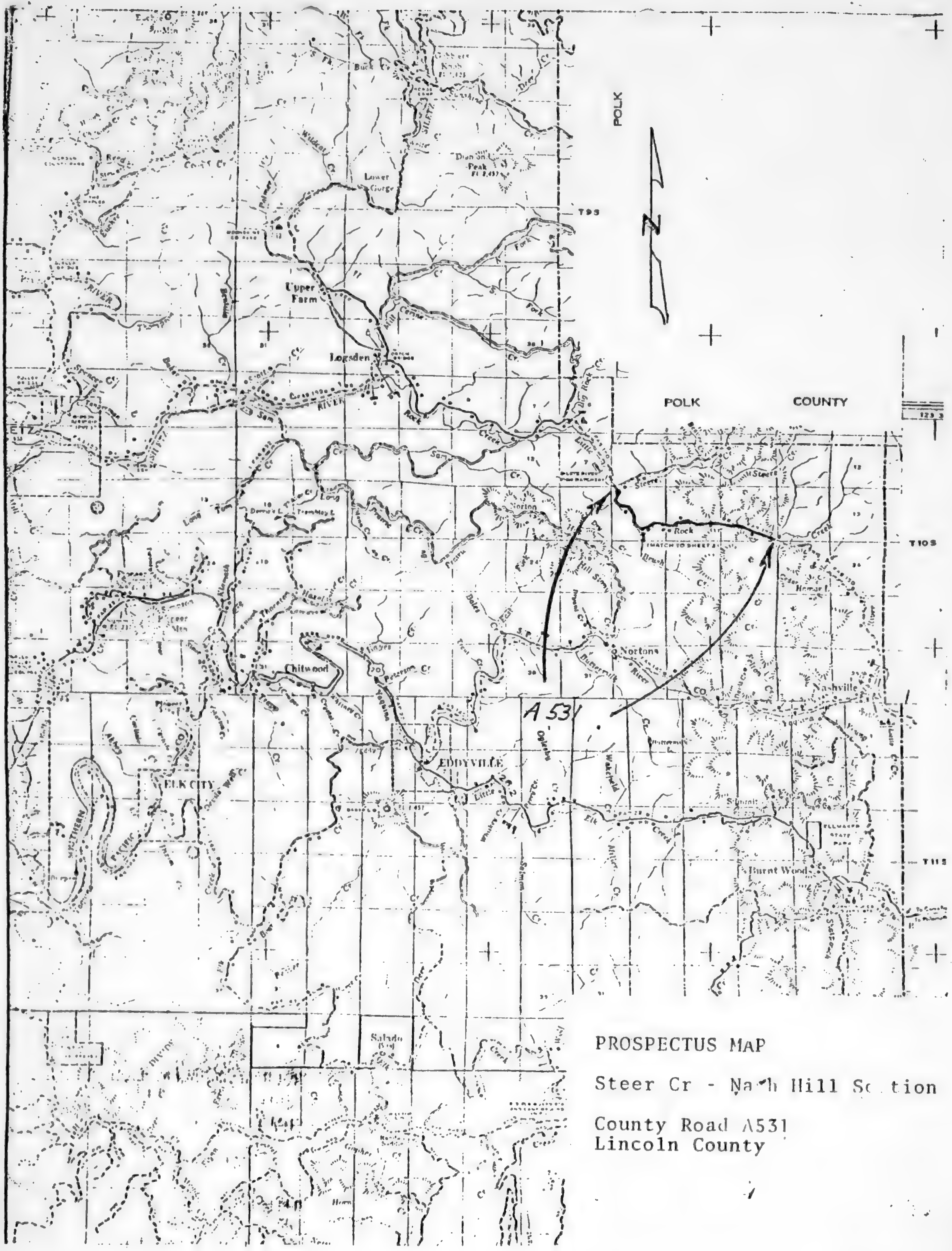
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	7,400	15 000
RIGHT OF WAY		
TRAFFIC CONTROL	17,870	
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	320,154	
OTHER ______		
ENGINEERING & CONTINGENCIES	134,089	
PROJECT TOTAL	479,513	

SUBMITTED BY Don Thurston


POLK
N
POLK COUNTY
T 9 S
T 10 S
T 11 S
Diamond Peak
Lower Gorge
Upper Farm
Logsden
RIVER
Norton
Rock
Nortons
Nashville
Chitwood
A 531
EDDYVILLE
ELK CITY
Burnt Wood
Salado

PROSPECTUS MAP

Steer Cr - Nash Hill Section

County Road A531
Lincoln County

9624

STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Stearns
Region Federal Aid Specialist

DATE: May 6, 1982

FROM: Don Thurston
Region Location Supervisor

Don Thurston

SUBJECT: Steer Cr - Nash Hill Section
Rock Cr Rd FAS-A531
Lincoln County

REGION 2 ENGINEER
RECEIVED
MAY 07 1982
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE 5

Attached for approval and forwarding are Authority for Survey, Draft Prospectus and Prospectus Map for the subject project.

The original request was for 32 feet of paved width. This was discussed with Joe Steere. Since this is a 3R job he agreed that 26 feet of width would be satisfactory.

The estimated cost was recalculated using a 26 foot width and A.C. prices hauled from Corvallis. A 3-inch depth of A.C. was used. The estimated total including P.E. is $479,513.

The estimated costs of Region Functions are:

Project Manager	(901)	$6,000
Soils & Geology	(910)	1,000
Traffic	(911)	200
Utility	(914)	200

DT:sr
Attachments

cc: File

: 9624

8

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

ACC

TO: H. S. Coulter, P.E.
State Highway Engineer

DATE: April 16, 1982

Bothman

FROM: R. N. Bothman, Assistant State Highway Engineer
for Administration

SUBJECT: Proposed 3R - FAS-C Project
Steer Creek-Nash Hill Section
Rock Creek Road
FAS-A531
Lincoln County

Lincoln County is requesting an FAS-C, 3R resurfacing project on the Steer Creek-Nash Hill Section on FAS-A531. The County will prepare the roadway for top width 32 feet, which will have 2-10' AC travel lanes, and 6' shoulder which will have 1' AC and 5' of gravel. AC to be 3" in depth. No additional R/W. County will do the signing and striping. Engineering by State.

JURISDICTION	SECTION	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
Lincoln Co.	Steer Crk.-Nash Hill Section, Rock Creek Road, FAS-A531, AC Paving, 3R Project, 3.8 miles	$400,000	$352,000	$24,000	$24,000

The Region and this office have investigated this proposed project, confirming its validity and financing under the FAS-C program. I recommend your approval and request you authorize this project under delegated authority.

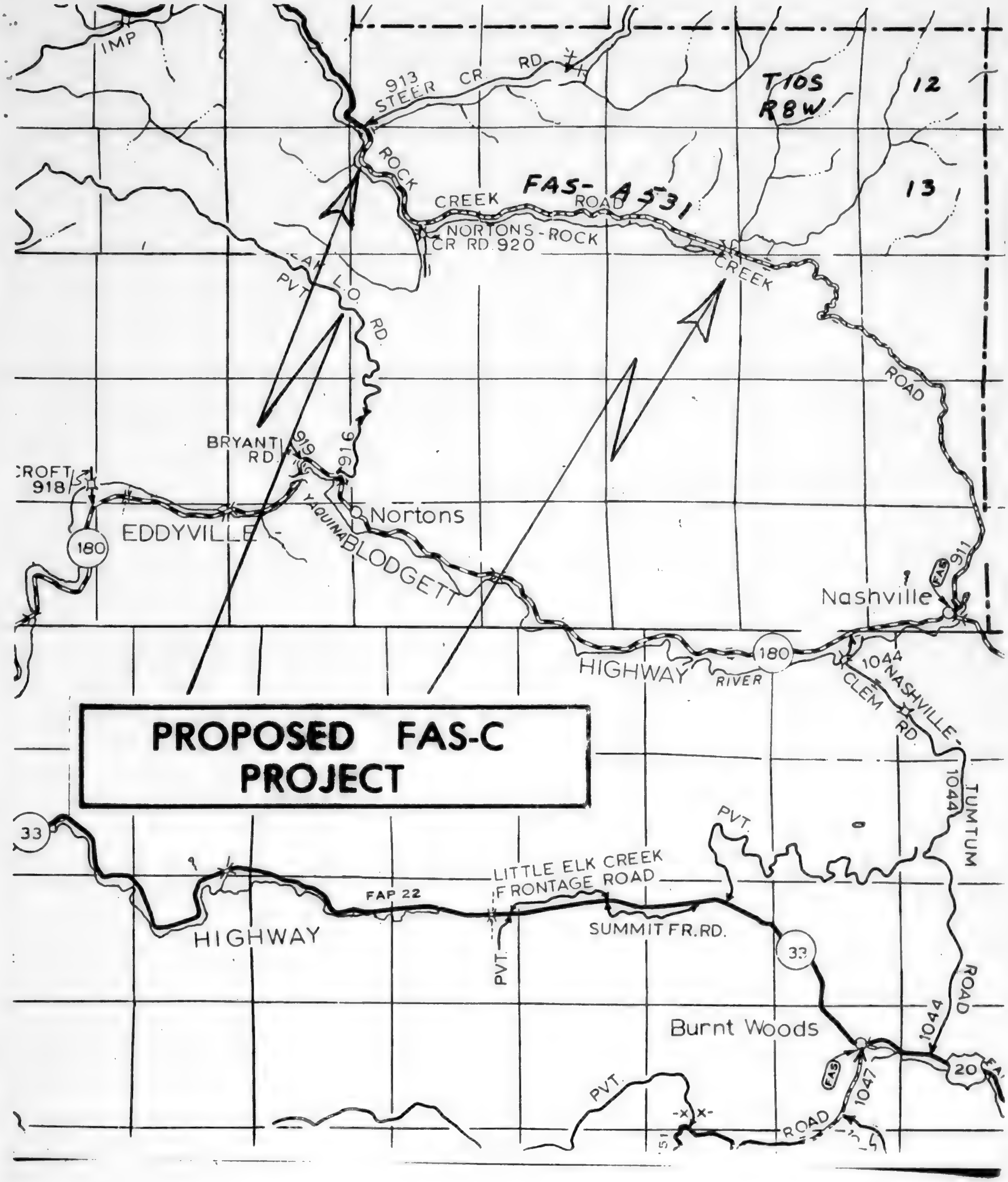
APPROVED BY H S Coulter
H. S. Coulter, P.E.
State Highway Engineer

Date 4/19/82

HR:pf
Attachment

Original to [illegible]
cy to [illegible]
Files

On report



PROPOSED FAS-C PROJECT

IMP
913 STEER CR. RD.
T10S
R8W
12
13
ROCK CREEK ROAD
FAS-A531
NORTONS-ROCK CR RD 920
CREEK
ROAD
PVT
L.O. RD.
BRYANT RD.
919
916
CROFT 918
EDDYVILLE
180
YAQUINA
Nortons
BLODGETT
Nashville
FAS 911
HIGHWAY
180
RIVER
1044 NASHVILLE
CLEM RD.
1044
TUMTUM
ROAD
33
PVT.
LITTLE ELK CREEK FRONTAGE ROAD
FAP 22
HIGHWAY
SUMMIT FR. RD.
PVT.
33
Burnt Woods
FAS
1047
1044
20
PVT.
ROAD

96-24

County of Lincoln

Office of the County Engineer
Joseph D. Steere

Public Service Building
210 S.W. 2nd Street
Newport, Oregon 97365
(503) 265-6611, Ext. 246

March 24, 1982

REGION 2 ENGINEER
RECEIVED
MAR 29 1982
☐ RLE ☐ RGE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV [✓ RFE]

Mr Phillip O. Stearns
Region 2 Federal Aid Engineer
O.D.O.T.Highway Division
2960 East State Street
Salem, Oregon 97310

Re: Proposed F.A.S. projects

Dear Mr Stearns,

Attached are applications for five F.A.S. projects, two re-surfacing totalling 5.7 miles, and rehabilitation and widening and sidewalk construction of three bridges on Yaquina Bay Road.

If these projects would be delayed because of previous committments of state engineering personnel, we would be willing to bring in consultants on these jobs or the use of our county crews for the field work would be fine.

We have plans and profiles of the road resurfacing projects and the bridges are a state design utilizing the old railroad trestles for part of the supports. The old railroad piling are deteriorating rapidly. All three bridge designs are similar using 15 foot long bathtub slabs on concrete caps.

I am also enclosing a copy of the letter sent to the Board of Commissioners on these projects.

Respectfully,

Joseph D Steere

Joseph D. Steere
Roadmaster, P.E

JDS/sh

Encl.

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ [✓ PRE ☐]
APR 1 3 1982
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

9624

FEDERAL AID PROJECT REQUE

Date March 24, 1982

Applicant Agency Lincoln County

Request for: Off-System ____, FAS-C X , FAUS ____ Project HBR ___

Federal Aid Route No. A 531 Route Name Logsden - Nashville (Rock Creek)

Project Name Steer Creek to Nash hill section

Project Length 3.8 miles Project Location (Attach sketch map)

Project Description resurface with A/C 3" compacted depth

Average Daily Traffic 250 Design Speed 45-55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 32' Travel Lanes 2 Shoulders ____

Medians None Parking None

Sidewalks None

Remarks rock surface

2. Desired Roadway Cross Section: (Attach sketch)

Width 32' Travel Lanes 2 - 11' Shoulders 5'

Medians None Parking None

Curbed None Length Curb Radii ____

Sidewalk/Bikeway None

Remarks ____

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum ____

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____
Remarks R/W acquisition procedures followed state and federal guidelines
State R/W section made appraisals and provided guidance.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization: None

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? applicant

4. Permanent Striping:

Include in project or by applicant? applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location: None

None

2. Proposed Illumination: None

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

2. Proposed Structure:

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure?

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes _____ No X

Name of Railroad
Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the ________ shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. ________ Lincoln County Board of Commissioners
Office
2. ________ Lincoln County Board of Commissioners
Office
3. ________ Lincoln County Board of Commissioners
Office

Remarks

III. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant _____ State X Consultant _____

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly: County will provide leveling, rock and processing as required prior to contract work and will stripe and permanently sign subsequent to contract work.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 380,000.00
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	
Railroad (OSHD Monitoring,	
Other	
Preliminary engineering & Construction Engr.	20,000.00
PROJECT TOTAL	$ 400,000.00

Remarks Request 82% federal, 9% state and 9% county financing method.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

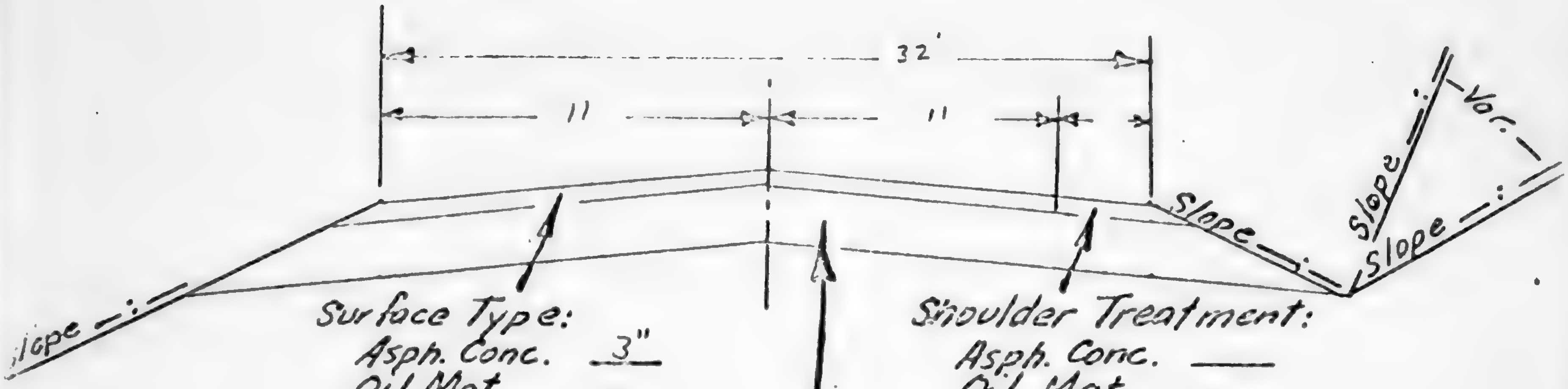
CITY OF ________ and/or Lincoln County COUNTY

By________ By Albert G. Strand
Commissioner, Chairman

By________ By
Commissioner

By
Commissioner

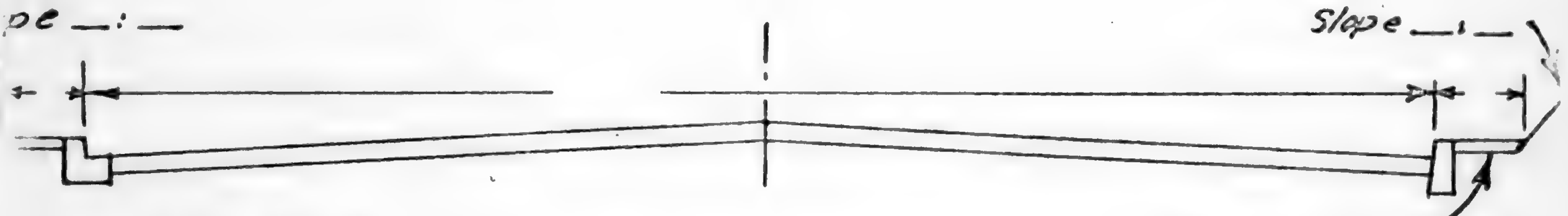
TYPICAL SECTION


32'
11
11
Slope —:—
Slope
Slope
Slope
Var.
Slope —:—

Surface Type:
Asph. Conc. 3"
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other gravel

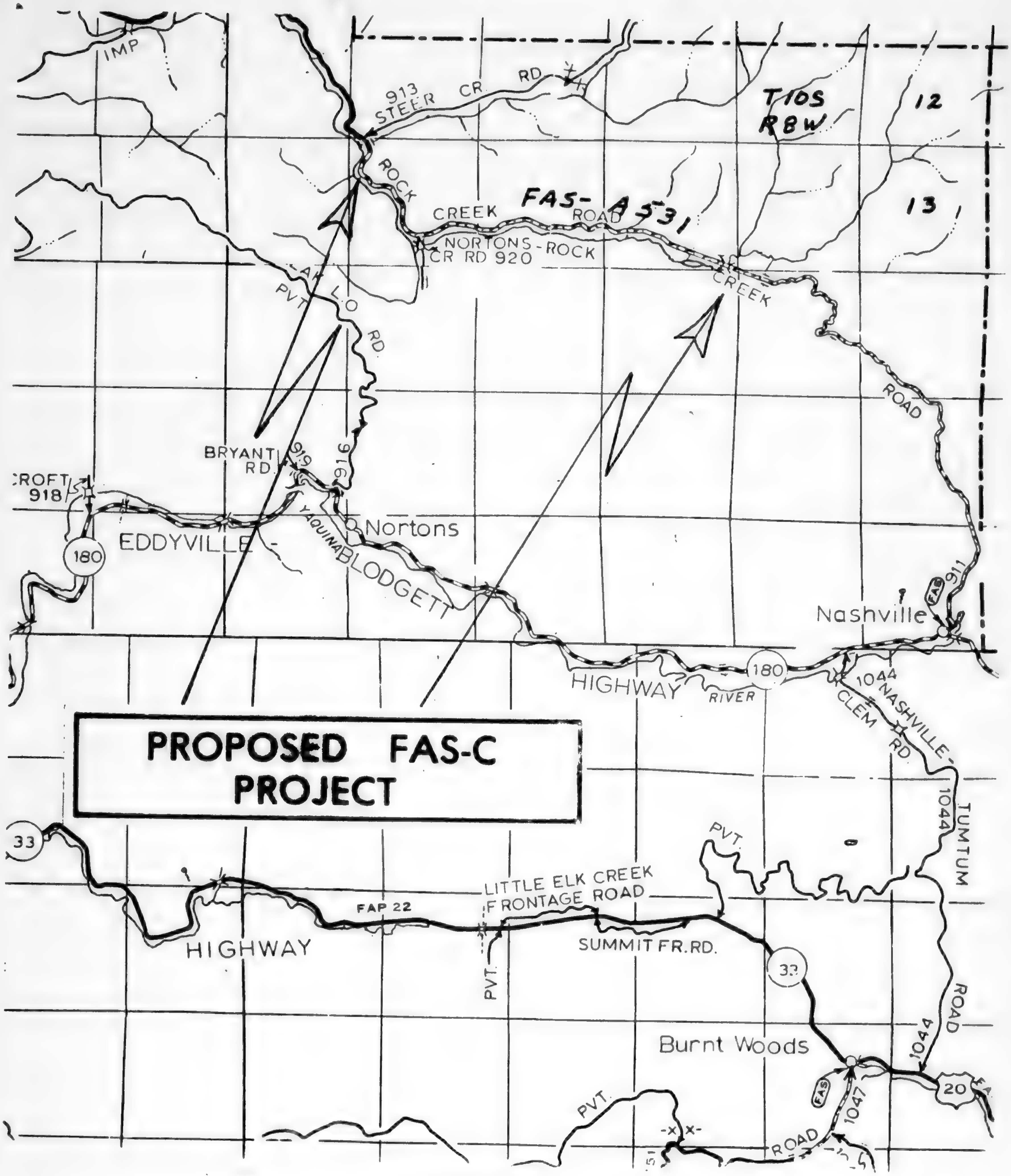
Type of Base:
Pit or Quarry Run ___
Crushed Stone 14"
Asph. Treated ___
Cement Treated ___



No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs.
Type "C" ___
Curb & Gutter ___
Other ___



IMP
913 STEER CR RD
T10S
R8W
12
13
ROCK CREEK ROAD
FAS-A 531
NORTONS-ROCK CR RD 920
CREEK
ROAD
PVT.
L.O RD
BRYANT RD.
919
916
CROFT
918
EDDYVILLE
180
YAQUINA
Nortons
BLODGETT
Nashville
FAS 911
HIGHWAY
RIVER
180
1044 NASHVILLE
CLEM RD
1044A
TUMTUM
33
PVT.
LITTLE ELK CREEK
FRONTAGE ROAD
FAP 22
HIGHWAY
SUMMIT FR. RD.
PVT.
33
ROAD
Burnt Woods
1044
20
FAS
1047
PVT.
ROAD

PROPOSED FAS-C PROJECT

Section Steer Creek - Nash Hill Programming Estimate $ ______
Highway FAS A531 (P[illegible]ck Creek Road) Project Length 3.56 mi.
7624/ County Lincoln Completion Time 100 CD
Kind of Work Base & Paving Est. Comp. Date Aug. 23, '83
Prefix 521-1910 Letting Date April 14, '83 Project No. RS-A531(1)

ROUTING SLIP—DEPT. OF TRANSPORTATION Date: 3-9-82

Director
Asst. Dir.-Administration
Accounting (Highway)
Administrative Services
Bridge
Chief Counsel
Commission Services
Construction
Data Processing (Trans. Bldg.)
Employee Development
Engineering (Design)
Environmental
Equipment Shops & Storeroom
Finance (DOT)
FHWA
General Files
Industrial Engineers

Information System (Lana Ave.)
Labor Relations
Landscape
Library
Location
Mail Room
Maintenance
Materials & Research
Motor Vehicles
Organization & Manpower Services
Parks & Recreation
Permits & Weighmaster
Personnel Operations
Photocopy
Project Management & Operations Planning
Public Affairs

Public Transit
Radio
Records Management
Right of Way
Safety & Health Services
Sign Shop
State Highway Engineer
Technical Services Engr.
Traffic Signal Unit
Traffic
Transportation Policy & Program Development
Travel Information
Utilities
Metropolitan
[✓ Region Number] 2
District Number ______
Resident Engineer ______

ATTENTION:
Phil Stearns

FROM:
Proj. Mngt.

COMMENTS:
The Fed. Funds are approx. $40,000 short of covering these two projects. How does the county wish to handle this situation.

Form 731-0022 (6-80) SP*71282-734

ONSTRUCTION AUTHORIZATION

ontract Amount	$ 538,626 00
. . . . 7,000	$ 7,000 -
Subtotal	$ 545,626 00
Contingencies (4-1/2%)	24,553 17
Engineering (~~8~~, [✓ 9], ~~10~~%)	49,106 34
~~Subtotal~~	$
Credit for ______	
Estimated Net Authorization, Construction	$ 619,285 51
Est. P.E. Costs	13 000.00
Total	632,285 51
Less Federal Funds (Limit of Fed. Funds)	504,070
Less State share	34,368
County Share	$93,847

APPROVED

Section Steer Creek - Nash Hill Programming Estimate $

Highway FAS A531 (Rock Creek Road) Project Length 3.56 mi.

County Lincoln Completion Time 100 CD

Kind of Work Base & Paving Est. Comp. Date Aug. 23, '83

Prefix 521 - 1910 Letting Date April 14, '83 Project No. RS-A531(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 538,626.00

Anticipated Additional Items:		
Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	7,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		$ 7,000
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		
Subtotal		$ 545,626.00
Contingencies (4-1/2%)		24,553.17
Engineering (~~8~~, [✓ 9], ~~10~~%)		49,106.34
~~Subtotal~~		$
Credit for		
Estimated Net Authorization, Construction		$ 619,285.51
Est. P.E. Costs		13,000.00
APPROVED Total		632,285.51
Less Federal Funds (Limit of Fed. Funds)		504,070
Less state share		34,368
County Share		$93,847

Section Steer Creek - Nash Hill Programming Estimate $

Highway FAS A531 ([illegible]ock Creek Road) Project Length 3.56 mi.

County Lincoln Completion Time 100 CD

Kind of Work Base & Paving Est. Comp. Date Aug. 23, '83

Prefix 521-1910 Letting Date April 14, '83 Project No. RS-A531(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 538,626^{00}

Anticipated Additional Items:

Royalty Payment		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	7,000	
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.)		
Temporary Erosion Control		
State Furnished		$ 7,000-
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ___ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Adjust Utilities:		

Subtotal $ 545,626^{00}

Contingencies (4-1/2%) . . . . 24,553^{17}

Engineering (~~8~~, [✓ 9], ~~10~~%) . . . . 49,106^{34}

~~Subtotal~~ $

Credit for ______________________ . . . . . .

Estimated Net Authorization, Construction . . . . $ 619,285^{51}

APPROVED

____
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

Section: Steer Creek - Nash Hill		County: LINCOLN	Sheet 1 of 1
Kind of Work: Base & Paving	Length: 3.56 mi.	Date: 2-23-83	Name: Bricher

No.	Item	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		All	All	-	15,000-
2	Temporary Protection and Direction of Traffic		All	All	-	5,700-
3	Temporary Signs		Sq. Ft	246	6-	1,476-
4	Temporary Barricades		Each	4	125-	500-
5	Flagmen		Hour	800	10-	8,000-
6	Pilot Car		Hour	300	18-	5,400-
	ROADWORK					
7	Watering		M-Gal	400	10-	4,000-
8	Coarse Aggregate Base		Ton	14,550	7^{50}	109,125-
9	3/4"-0 Aggregate Base		Ton	9,050	7^{50}	67,875-
10	Class "B" Asphalt Concrete Mixture		Ton	11,500	17^{25}	198,375-
11	Asphalt Cement in Mixture		Ton	660	175-	115,500-
12	Asphalt in Tack Coat		Ton	13	250-	3,250-
13	Extra for Asphalt Approaches		Each	38	100-	3,800-
14	Single Mailbox Supports		Each	5	100-	500-
15	Multiple Mailbox Supports		Each	1	125-	125-

734-1736 (8-81)

1983 Santiam River Bridge, 9625
northbound, Pacific Hwy. South of
Salem, (Maintenance Painting)

- 9625

5

October 17, 1983

Aetna Insurance Company
3 Bala Plaza
Bala Cynwyd, PA 19004

CON 5
#9625

Gentlemen or Ladies:

Contract No. 9625 awarded to Lundeen Coatings Corporation for maintenance painting on the Santiam River Bridge, Northbound, on the Pacific Highway in Marion and Linn Counties was completed on September 23, 1983, and accepted by the State Highway Division on October 12, 1983.

Final payment in the amount of $1,000 will be released to the contractor after October 24, 1983. The total contract amount is $177,016.88 including $3,581.44 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

dc

cc: Lundeen Coatings Corporation
10251 Calabash Avenue
Fontana, CA 92335

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Frank Griffin
C. O. Fredrickson

9625

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Santiam River Bridge N. B.

WEEK ENDING: Sept 3 1983

SECTION PREFIX: 624-4203

HIGHWAY: Pacific

COUNTY: Marion & Linn

NAME OF JOB: Santiam River Bridge N. B.

KIND OF WORK: Maintenance Painting

CONTRACTOR: Lundeen Coatings, Corp.

CONTRACT NUMBER: 9625

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 19, 1983

DATE WORK STARTED: 6/1/83

ESTIMATED COMPLETION DATE: 8/26/83

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS 80

WORK DAYS USED 58

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 73

PROJECT AUTHORIZATION: $ 210,006.78

EXCLUSIVE OF ENGINEERING: $ 193,354.26

ENGINEERING AUTHORIZATION $ 16,652.52

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 179,400

ENGINEERING COST TO DATE $ 14,000

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 89

ESTIMATED PERCENT: OVERRUN UNDERRUN - 7.0 %

PERCENT OF AUTHORIZATION 84 %

DATE PROJECT WAS COMPLETED: 8/26/83

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: pkup____, flat bed truck____, compressor____, sand blaster____, sand pot____, paint pot____, boom truck____,

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
SEP 6 1983
CONSTRUCTION SECTION
CE CAE PA OCS SCS EEO OM CA LS TC FE CP

GENERAL SCRIPTION OF ACTIVITIES FOR HE WEEK

SUNDAY	
MONDAY Aug 29, 1983	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final inspection was held on Thrs.

PROJECT COMPLETED
FINAL REPORT

Visitors to project: On Thrs, G W Wimer, Fred Lucht, Bill Bangert, Ted Litchfield, Bill Kappus

Next Week:

SIGNED ____________ LOCATION Albany

for Kenneth D Karnosh, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

1983 Emigrant Hill-Meacham Sec., 9626
Old Oregon Trail. E. of Pendleton.
(Rock Production & Paving)

9626 1

June 6, 1984

United Pacific Insurance Company
Bond Department
33405 - 8th Avenue So. C-3000
Federal Way, WA 98003

CON 5
#9626

Gentlemen or Ladies:

Contract No. 9626 awarded to Comco Const. Oregon Ltd., dba Salem Road & Driveway Co. for work on the Emigrant Hill-Meacham Section of the Old Oregon Trail Highway in Umatilla County was completed on September 19, 1983 and accepted by the State Highway Division on May 31, 1984.

Final payment in the amount of $5,000.00 will be released to the contractor after June 11, 1984. The total contract amount is $1,078,523.21 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

bk

cc: Comco Const. Oreg. Ltd., dba
Salem Road & Driveway Co.
P.O. Box 603
Salem, OR 97308

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert Hector

9626

STATE OF OREGON

INTEROFFICE MEMO

TO: Jack Sullivan
Engineer of Materials

DATE: October 26, 1983

SUBJECT: Emigrant Hill-Meacham Section
I-84 (Old Oregon Trail Highway #6)
Umatilla County

Enclosed is a report and photos from Walt Sullivan discussing problems found on the recently completed Emigrant Hill-Meacham Section. I am requesting your help in developing an answer to two questions.

copy #9511

1. What is wrong here? We do not want this to happen again.
2. What should we do now? We have a new road falling apart. How do we keep it from getting worse?

If you need more field data, let us know.

R. D. Hector
Region Engineer

RDH:sh
Attachments

cc W. E. Schwartz w/report
Hal Versteeg "
R. L. Schroeder "

1 Versteeg X
Anderson
V Adams (cy)
Macnab
Steudenmeyer
Turpin
Trout
Wakefield

RECEIVED
OCT 31 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Per Mr. Versteeg 11-1-83
sent cys to:
John Scofield
D.O. Christensen
Steve Macnab
Gordon Beecroft
Glenn Hossner
(kr)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
October 24, 1983
Pendleton, OR 97801

☐ RE ☐ RCE ☐ RME ☐ ROE
FILE:
☐ RFA OCT 25 1983 ☐
RECEIVED
REGION 5 OFFICE

Walter R. Sullivan

FROM: Walter R. Sullivan
Assistant District Engineer

SUBJECT: Potholing on Emigrant Hill-Mecham Section
I84
Contract #9626

TO: R. D. Hector
Regional Engineer

On October 20, 1983, three more areas of distress (i.e., potholing were found on the Emigrant Hill-Meacham Section. The seal over the recycled mix was completed approximately one month ago just westerly of the new destressed areas. Two other areas of distress were found and corrected (see photos 1-11 and 12-13). All five areas have shown the same symptoms: (1) fat area appearing on pavement (see photos 20 and 14 showing pothole in fat area). (2) Depression of pavement. (3) Loss of 3/4" of "E" Mix (photos 17-19). (4) Total loss of "E" Mix and raveling of recycled mix (see photos 9 and 15).

The local distress areas were found over a 2,700 foot section of the highway and all were located in the recycled area. The distressed area at Station 861+00 is located just outside the right hand fog line and water can be seen seeping from this area (see photos 22-25). By looking at these photos, it would appear that water was trapped in the recycled mix and could possibly be causing the oil to migrate to the surface. (Note the heavy concentration of oil up to a 1/8" thick on the right hand side of photos 23-25). In photos 22 and 24 you can see a green tint to the pavement. This is an alge growing on the pavement which would lead one to believe that there has been a constant supply of water to sustain the growth of alge.

On checking with Bobby Johnson, I found that the areas where the recycled mix had to be removed due to tenderness of the mix during the recycled job were from Station 747-759 and Stations 782-787+50 which is 5,000-8,000 feet from the present problem area (see General Daily Progress Reports and Page 6 of the Narrative Report that area attached).

Upon visually inspecting the highway section MP 218-224 EB, we identified at least two dozen areas where excessive bleeding is showing on the pavement. We will monitor these areas for further distress.

cd
attachments

results of this additional compactive effort showing the density in place to still be too low. The contractor brought another vibratory roller onto the job behind each paver. This made three rollers behind the base lift machine and four rollers (One for finishing only) behind the top lift paving machine. Compaction was then better, with many of the tests passing the required density on the base lift, but some problems were still evident on the top course. The total penalty for insufficient density figured out to be about $5,200.00; $1,800.00 being the base lift portion and $3.400.00 on the top lift as computed in this office.

Two days of paving, October 12 and October 15, had mix laid that was very tender and would not compact properly. The mix laid on October 12 did finally roll into place and appeared suitable for use. The mix laid on October 15 did not stabilize sufficiently and continued to ridge up and tear throughout the rolling process. The contractor was instructed to remove the material from these areas as there was much longitudinal cracking apparent and the mix was soft when stepped on compared to the areas of good mix. These areas removed were Eastbound Station 747+84 to Station 759+73 and Eastbound Station 782+79 to Station 787+00. 2,236.1 square yards of material was removed by cold planing and 258.165 tons of A.C. mix was placed back into these areas, all at the contractor's expense.

We do not know for sure what might have caused this problem but we think it is possible the result of the type of burner fuel used in the plant. The contractor contends that the problem resulted from something in the cold planings that were recycled. It is possible that J. C. Compton Co. may file a claim for the cost of this removal and replacement.

ASPHALT IN TACK COAT

EQU. 778+89.05 BK
779+99.50 AH
787+00
~~787+50~~
> 700.50
~~750~~
TOTAL ~~[illegible]~~
535355

GENERAL DAILY PROGRESS REPORT

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT NAME EMIGRANT HILL - MEACHAM				HIGHWAY OLD OREGON TRAIL	
CONT. NO. 9511	F.A. NO. IR-84-6(3)226	PREFIX 630-1082	SHIFT DAY	DAY OF WEEK FRI.	DATE 10-15-82
CONTRACTOR AND/OR SUBCONTRACTOR COMCO, INC; VALENTINE SURFACING; J.C. COMPTON			☒ FAIR ☐ CLDY ☐ RAIN ☐ WIND	LOW TEMP. PLANT 30 STREET 50	HIGH TEMP. 70

PERSONNEL AND MAJOR EQUIPMENT LOCATION OF WORK (SEE WORK AREAS BELOW)	HOURS	SUPERVISION	OPERATORS	TRUCK DRIVERS	LABOR	TRAINEE	FLAGGER	MECHANIC	BACK HOE	BLADE	COMPRESSOR	CRANE	DISTRIBUTOR	DOZER	LOADER	PAVER	ROLLER	SCRAPER	TRUCK	COLD PLANER	POWER BROOM	WATERTRUCK	DRUM DRYER A.C. PLANT	
COMCO, INC							2																	
VALENTINE SURFACING		1	5	1				1												2	1	1		
J.C. COMPTON		3	13	22	5			3					1		2	2	6		20			1	1	

LOCATION and/or DESCRIPTION OF WORK		ESTIMATED QUANTITIES		
	(PREV.)	ITEM NO.	THIS DATE	TOTAL
STA. EB 732+35 TO 787+50	COLD PLANE PAVEMENT REMOVAL (211,917.2)	11	9517.4 SQ YD ~~9606.3~~	221,434.6 SQ ~~221,523.5~~
STA. EB 732+35 TO 787+50 (BASE) STA. EB 669+85 TO 787+50 (TOP)	CLASS "B" A.C. PLACED (46,672.555)	15	3381.150	50053.705
STA. EB 732+35 TO 787+50	ASPHALT IN TACK COAT (67.740)	17	3.015 TON	70.755 T

REMARKS — Condition of traffic control and roadway; important discussions with contractor; rejected work or materials and reasons; delays, difficulties, accidents, utility damages and other unusual conditions or events; arrivals and departures of major equipment; visitors; etc.

CONTRACTOR SWITCH OVER TO NEW SOURCE OF 3/4"-1/4" A.C. AGGREGATE TODAY. PHYSICAL APPEARANCE & TESTING SHOWED THIS MIX TO BE TOO COARSE. ADJUSTMENTS WERE MADE AT THE PLANT TO CORRECT THIS PROBLEM. COMPACTION STARTED OUT POOR TODAY, MAINLY BECAUSE OF THE COARSE MIX CAUSING MORE VOIDS THAN NORMAL IN THE MAT. AFTER ADJUSTMENTS WERE MADE TO THE ~~[illegible]~~ MIX, ~~[illegible]~~ DENSITY TESTS STARTED PASSING.

SOME TENDERS SPOTS IN THE TOP MAT, STA ~~[illegible]~~ 747-759, SHOWED UP BEHIND ROLLERS, AS THEY STARTED TO TEAR IT.

CONTRACTOR WAS TOLD TO REMOVE ALL TEMPORARY SIGNS OFF THE PAVED SHOULDER FOR THE WEEKEND.

THOSE TENDER SPOTS IN MAT, STA 747-759, GOT WORSE AND THIS AREA WILL HAVE TO BE REMOVED & REPAVED ON THE TOP MAT. THE SAME HOLDS TRUE FOR STA 782-787+50. IT APPEARS TO BE SOME BAD MIX.

TRAFFIC CONTINUES TO MOVE THROUGH WORK AREAS WITHOUT PROBLEMS

PREPARED BY
Kenneth L. Stov

FORM 734-1874 (REV. 11-79)

USE BACK FOR ADDITIONAL REMARKS — SEE BACK ☐

[illegible] > 2323.72'
EQ. 567+46.08 BK
567+46.82 AH > 1453.18
582+00
4843.04' TOP MAT

GENERAL DAILY PROGRESS REPORT
Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT NAME EMIGRANT HILL - MEACHAM			HIGHWAY OLD OREGON TRAIL		
CONT. NO. 9511	F.A. NO. IR-84-6(3)226	PREFIX 630-1082	SHIFT DAY	DAY OF WEEK TUES	DATE 10-12-82
CONTRACTOR AND/OR SUBCONTRACTOR COMCO CONST; VALENTINE SURFACING; JC COMPTON			☒ FAIR ☐ RAIN ☐ CLDY ☐ WIND	LOW TEMP. 30	HIGH TEMP. 70

PERSONNEL AND MAJOR EQUIPMENT / LOCATION OF WORK (SEE WORK AREAS BELOW)	HOURS	SUPERVISION	OPERATORS	TRUCK DRIVERS	LABOR	TRAINEE	FLAGGER	MECHANIC	BACK HOE	BLADE	COMPRESSOR	CRANE	DISTRIBUTOR	DOZER	LOADER	PAVER	ROLLER	SCRAPER	TRUCK	COLD PLANER	POWER BROOM	WATER TRUCK	DRUM DRYER A.C. PLANT	
COMCO CONST							1																	
VALENTINE SURFACING		1	5	1				1												2	1	1		
J.C. COMPTON		3	8	21	3			2					1		2	1	3		19			1	1	

LOCATION and/or DESCRIPTION OF WORK		(PREV.)	ITEM NO.	THIS DATE	TOTAL
STA. EB 583+65 TO 617+00	COLD PLANE PAVEMENT REMOVAL (16' WIDE)	(186,118.1 SQ YD)	11	5928.9 SQ YD	192,047.0 SQ YD
STA. EB 583+65 TO 617+00 (BASE) STA. EB 533+40 TO 582+00 (TOP)	CLASS "B" A.C. PLACED	(41,219.005 TON)	15	1501.140	42,720.145 TON
STA. 583+65 TO 617+00 (±335 [illegible] COLD PLANE & TACK)	ASPHALT IN TACK COAT	(59.370 TON)	17	2.050 TON	61.420 TON

REMARKS — Condition of traffic control and roadway; important discussions with contractor; rejected work or materials and reasons; delays, difficulties, accidents, utility damages and other unusual conditions or events; arrivals and departures of major equipment; visitors; etc.

COLD PLANING WENT SLOW TODAY, AS ONE MACHINE STOPPED PLANING ABOUT NOON. IT HAS HAD PROBLEMS WITH THE GEAR BOX, SO TODAY THEY WENT AHEAD AND REPLACED IT. THE CONTRACTOR WAS USING SEVERAL TRUCKS TO HAUL 3/4"-1/4" A.C. AGGREGATE FROM BERLE STEWART'S PIT # 31-35-5 TO THE PLANT, WHICH LEFT THEM SHORT ON TRUCKS TO THE PLANERS, ANYWAY.

THE A.C. MIXTURE ON THE STREET WAS VERY TENDER THIS MORNING, CAUSING THE ROLLERS TO CREATE SOME RIDGING & TEARING. TESTING SHOWED THE MIX TO BE HIGH IN ASPHALT & FINES. A CHANGE WAS MADE AT THE PLANT TO TRY TO CORRECT THIS PROBLEM. THIS AFTERNOON THE MIX WAS A LOT MORE STABLE. COMPACTION THIS A.M. WAS POOR, BUT GOT BETTER THIS PM. A NEW "RICE" DENSITY WAS RAN AFTER THE MIX CHANGE.

AT THE END OF THE TOP MAT TODAY THE CONTRACTOR HAD A ROUGH, UNEVEN MAT FOR APPROX. 10 FT. PRIOR TO THE JOINT. I HAD THE CONTRACTOR REMOVE THIS MATERIAL AS IT WOULD NOT RAKE OUT.

PREPARED BY
Kenneth L [illegible]

FORM 734-1474 (REV. 11-79)

USE BACK FOR ADDITIONAL REMARKS — SEE BACK ☒

THE CONTRACTOR CONTINUED TO PLANE 1½" DEEP BEYOND END OF BASE LIFT THIS AFTERNOON.

BOBBY JOHNSON, TOM PENNER & BOB HECTOR WERE ON THE JOB TODAY.

CONTRACTOR DID NOT USE LANE CLOSURE AT THE BOTTOM OF EMIGRANT HILL, WEST BOUND, TODAY. THEY SENT ALL THEIR TRUCKS DOWN TO MISSION INTERCHANGE TO TURN AROUND.

EQU. $\frac{664+64.74\ BK}{668+22.78\ AH}$ > $\frac{3772'}{51.\ 16'}$

672+00

GENERAL DAILY PROGRESS REPORT

Oregon Department of Transportation
HIGHWAY DIVISION

PROJECT NAME EMIGRANT HILL-MEACHAM				HIGHWAY OLD OREGON TRAIL	
CONT. NO. 9511	F.A. NO. IR-84-6(3)226	PREFIX 630-1082	SHIFT DAY	DAY OF WEEK WED	DATE 10-13-82
CONTRACTOR AND/OR SUBCONTRACTOR COMCO, INC.; VALENTINE SURFACING; JC COMPTON			☒ FAIR ☐ CLDY	☐ RAIN ☐ WIND	LOW TEMP. 35 HIGH TEMP. 68

PERSONNEL AND MAJOR EQUIPMENT LOCATION OF WORK (SEE WORK AREAS BELOW)	HOURS	SUPERVISION	OPERATORS	TRUCK DRIVERS	LABOR	TRAINEE	FLAGGOR	MECHANIC	BACK HOE	BLADE	COMPRESSOR	CRANE	DISTRIBUTOR	DOZER	LOADER	PAVER	ROLLER	SCRAPER	TRUCK	COLD PLANER	POWER BROOM	WATER TRUCK	DRUM DRYER A.C. PLANT	
COMCO, INC.	[illegible]						1																	
VALENTINE SURFACING	11	1	5	1				1												2	1	1		
J.C. COMPTON	8	3	8	21	3			2					1		2	2	3		19			1	1	

LOCATION and/or DESCRIPTION OF WORK		ESTIMATED QUANTITIES ITEM NO.	THIS DATE	TOTAL
STA. EB 617+00 TO 672+00	COLD PLANE PAVEMENT REMOVAL	11	9141.3 SQ YD	201,188.3 SQ YD
STA. EB 617+00 TO 672+00 (BASE) STA. EB 582+00 TO 612+35 (TOP)	CLASS "B" A.C. PLACED	15	1718.115 TON	44,438.260 T
STA. EB 617+00 TO 672+00	ASPHALT IN TACK COAT	17	3.150 TON	64.570 TON

REMARKS — Condition of traffic control and roadway; important discussions with contractor; rejected work or materials and reasons; delays, difficulties, accidents, utility damages and other unusual conditions or events; arrivals and departures of major equipment; visitors; etc.

COLD PLANERS GOT A LATER THAN NORMAL START THIS MORNING, BUT OTHERWISE OPERATIONS WENT PRETTY SMOOTH. TAKEOFF JOINT ON TOP MAT CAME OUT PRETTY WELL, BUT SOME PATCHING WAS NEEDED ON TODAY'S BASE LIFT BECAUSE OF IRREGULARITIES MADE IN GRADE BY GRINDERS STARTING OUT. COMPACTION TESTS WERE PASSING TODAY, THE "RICE DENSITY" BEING 157.25 LB/CU.FT. A.C. MIXTURE DID NOT APPEAR TO BE AS TENDER AS YESTERDAY, WHILE ROLLING.

THE BASE PAVER WAS LEAVING ASPHALT POCKETS IN THE MAT, WHICH HAD TO BE DUG OUT. THESE APPARENTLY WERE CAUSED BY "GOBS" OF TACK COAT ACCUMULATING ON PAVER WHEELS & TRUCK WHEELS WHICH FALL OFF. THE CONTRACTOR WAS TOLD AGAIN TO HAVE TACK TRUCK & BROOM STAY BACK TO ALLOW GRADE TO DRY BEFORE LAST BROOM PASS & TACKING.

PREPARED BY Kenneth L Stover

FORM 734-3474 (REV. 11-75)

USE BACK FOR ADDITIONAL REMARKS — SEE BACK ☐

9626

No. 11 FINAL

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Emigrant Hill - Meacham

WEEK ENDING: Aug. 6, 1983

SECTION PREFIX: 630-1086

HIGHWAY: Old Oregon Trail

COUNTY: Umatilla

NAME OF JOB: Emigrant Hill - Meacham

KIND OF WORK: Rock Production & Paving

CONTRACTOR: COMCO dba Salem Rd & Drive

CONTRACT NUMBER: 9626

FEDERAL AID PROJECT NUMBER: IR-84-6(4)226

DATE OF CONTRACT: April 19, 1983

DATE WORK STARTED: May 26, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 1,044,787.88

SPECIFIED COMPLETION DATE: August 15, 1983

PERCENT OF TIME ELAPSED:

EXCLUSIVE OF ENGINEERING: $ 959,398.52

ENGINEERING AUTHORIZATION: $ 85,389.36

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 964,453.52

ENGINEERING COST TO DATE: $ 45,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.5%

ESTIMATED PERCENT: OVERRUN ~~XXXXXXXX~~ 0.5 %

PERCENT OF AUTHORIZATION: 53 %

DATE PROJECT WAS COMPLETED: July 22, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					19.9
MILES PARTIALLY COMPLETED					19.9
MILES COMPLETED					19.9
TOTAL ESTIMATED QUANTITIES (CONTRACT)					29,500 Ton
TOTAL QUANTITIES CORRECTED TO DATE					29,900 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					29,900 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 31				Project to be completed by August 15, 1983.
MONDAY 1				
TUESDAY 2				
WEDNESDAY 3				
THURSDAY 4				
FRIDAY 5				
SATURDAY 6				

RECEIVED
AUG 8 1983
CONSTRUCTION SECTION
CE K
CAE
FOE
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 31	No Activity
MONDAY 1	No Activity
TUESDAY 2	No Activity
WEDNESDAY 3	No Activity
THURSDAY 4	No Activity
FRIDAY 5	No Activity
SATURDAY 6	No Activity

REMARKS

Project was completed 7-22-83.

Semi-Final submitted 8-4-83.

Contractor has yet to submit the PR-47.

SIGNED
Bobby D. Johnson, Proj. Mgr.
LOCATION Pendleton

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

STATE OF OREGON **INTEROFFICE MEMO**

TO: Bob Hector
Region Engineer

DATE: July 7, 1983

MDGlenn

FROM: M. D. Glenn
Quality Control Supervisor

SUBJECT: Emigran Hill-Meacham
FAP No. IR-84-6(4)226
Contract No. 9626

RECEIVED
STATE HWY ENGR
JUL 8 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

This is to confirm my telephone conversations with you and Bobby Johnson yesterday, July 5.

A meeting was held July 1 with D. O. Christensen, Jim Wilson, John Scofield and myself regarding successful construction procedures for seal coats by the State of Washington and our specifications on this project and several others in Region 4 and 1.

We are limited to CRS-1 and CSS-1 in Oregon by Section 407.11 of the Standard Specifications. In order to obtain maximum penetration, without resorting a price agreements, to change the types of emulsions or procedures used and possibly delaying the contractor on a project with short completion time. The following recommendations were made:

1. Use CSS-1 for the Emulsified Asphalt Seal Coat in lieu of the CRS-1 now being used. Rate of application should be as heavy as existing surface will absorb in the 2 to 4 hour period before the aggregate cover material has to be spread. Use 0.15 to 0.20 gal./sq.yd. if possible.

2. Use the CRS-1 as tack at as heavy a rate as surface condition will allow.

3. A final Emulsified Seal Coat, being considered after placement of the Class "E" A.C. Mixture, should be expeditied as a necessary addition on this project. A price agreement will be required. This seal is to be the same as specified on Region 4 projects, a copy of which is attached.

CSS-1 Emulsified asphalt should be spread at the maximum rate the "E" mix will absorb before cover aggregate is spread in the 2-4 hrs. specified. A 0.10 to 0.50 gal. per sq. yd. with .003 cu.yd. per sq. yd. of cover aggregate should be specified.

I contacted Bobby and he informed me he still had all of the west bound lanes and part of the east bound lanes yet to seal. He also indicated that getting additional cover aggregate for a seal on the Class "E" mix would not be a problem.

Following my discussion of these recommendations with you, and per your request, I again contacted Bobby and instructed him to proceed with changing over to the CSS-1 for the seal and to proceed with preparing a P.A. to apply a seal the Class "E" A.C. A copy of the proposed specs was mailed to him.

I have also discussed the added seal to the Class "E" mix with Dave Carter of the FHWA. He stated he would approve the work.

MDG:bk

Attach.

cc: Pat Schwartz ✓
Bobby Johnson
Jim Wilson
John Scofield
Test File

7[illegible]

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO. 7-5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Umatilla

Project No.: IR-84-6(4)226

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Emigrant Hill - Meacham Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-23-83	19.920
OTHER *(Specify)*		

FUNDS Pro-rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,030,912.00	$ 950,707.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

Date executed by Division Administrator [illegible] 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 29, 1983

Federal Aid Project
No. IR-84-6(4)226

Emigrant Hill - Meacham Section
Old Oregon Trail Highway
Umatilla County

Project Agreement Estimate.

Type Code 1000
Roadway (M.P. 218+00 to M.P. 237+92)

Mobilization	All Required		$ 89,000.00
Temporary Protection and Direction of Traffic	All Required		4,300.00
Temporary Signs	698 Sq.Ft.	9.00	6,282.00
Temporary Barricades	8 Each	50.00	400.00
Flagmen	650 Hour	1.00	650.00
Sequential Arrow Signs	2 Each	500.00	1,000.00
Class "E" Asphalt in Concrete Mixture	29,500 Ton	10.15	299,425.00
Asphalt Cement in Mixture	2,065 Ton	175.00	361,375.00
Portland Cement or Lime Additive in Class "E" Mixture	295 Ton	80.00	23,600.00
Emulsified Asphalt in Seal Coat	150 Ton	400.00	60,000.00
Aggregate in Seal Coat	1,350 Ton	.10	135.00
Asphalt in Tack Coat	200 Ton	165.00	33,000.00
			$ 879,167.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 30,700.00
Temporary Pavement Striping	All Requird	5,000.00
Temporary Erosion Control	All Required	1,500.00
		$ 37,200.00
	Subtotal	$ 916,367.00
	Engineering	114,545.00
	Total	$1,030,912.00

Length of Roadway	19.920 mi.
Cost of Roadway Per Mile	$ 51,752.61

Federal Funds 92.22%	$ 950,707
State Funds	80,205
Total	$1,030,912

Group 1 - 100%;
Contract No. 9626
Prefix 630-1473
Prefix 630-1086

Oregon State Highway Division
Salem, Oregon, June 29, 1983

Federal Aid Project
No. IR-84-6(4)226

Emigrant Hill - Meacham Section
Nonparticipating - State Work

3/8" - #10 Material in Stockpile	20,000 Cu.Yd.	7.55	$151,000.00

Emigrant Hill - Meacham
Contract No. 9626
Prefix No. 630-1086

3283

Old Oregon Trail
A. No. IR-84-6(4)226
Umatilla County

NOTED
L. K. WATSON

NEW

STATEMENT OF OVERRUNS AND UNDERRUNS

BID ITEM NO.	DESCRIPTION	UNIT	ORIGINAL	SEMI-FINAL	% + or -
	BID ITEMS	$	1,030,167.00	989,513.99	-4%
	ANTICIPATED ITEMS	$	(118,800.00)	(103,716.43)	-13%
	CONTINGENCIES	$	48,031.52	78,655.96	+64%
	ENGINEERING	$	85,389.36	85,389.36	-0-
	TOTALS	$	1,044,787.88	1,049,842.88	+0.5%

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

3	Temporary Signs	Sq Ft	6,282.00	7,623.00	+21%
	Additional signs were required for work areas the contractor operated in.				
7	3/8"-#10 Material in Stockpile	Cu Yd	151,000.00	134,416.43	-11%
	The contractor crushed what he believed to be an adequate amount to fulfill the project quantity and pulled the crusher out before the measurements were taken.				
8	Class 'E' Asphalt Concrete Mix	Ton	299,425.00	303,960.88	+2%
	Additional quantity was required to complete the project.				
9	Asphalt Cement in Mix	Ton	361,375.00	342,004.25	-5%
	The contract was set up for 7% asphalt content and only 6.5% was required.				
11	Emulsified Asphalt in Seal	Ton	60,000.00	69,690.00	+16%
	Additional material was used because the contract quantity was not sufficient.				
13	Asphalt in Tack Coat	Ton	33,000.00	13,332.83	-60%
	This was all that was required to completedthe project.				
PA 3	Emulsified Asphalt in Fog Seal	Ton	75,000.00	78,558.00	+5%
	This work was done at Salem's request.				

Respectfully submitted by Bobby D. Johnson
Bobby D. Johnson, Project Manager

9626

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-6(4)226

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 20092

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/23/83

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 6

10. GENERAL LOCATION: Emigrant Hill - Meacham Section

11. GENERAL DESCRIPTION OF WORK: Pavement seal

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*

Permanent Pavement Striping SF	$30,700
Temporary Pavement Striping SF	$ 5,000
Temporary Erosion Control	$ 1,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 3/21/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,014,145 Federal Funds $935,244.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 28 '83
REFER TO Potter
FOR
Info Inves R/D D/R

Orig w/ att. to 3/28

14. DATE 3/23/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-75)

PREVIOUS EDITIONS MAY BE USED

71-26

I-84N

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO Memo to the Files

DATE: March 18, 1983

FROM John T. Scofield
John T. Scofield
Surfacing Design Engineer

SUBJECT: Plant Mix Seal, Emigrant Hill - Meacham Project, Umatilla County.

This memo is to confirm the requirements for the tack coat/seal, and the cut off dates for paving on this project.

The tack coat/seal is to be placed in two operations. The outside lane (recycled - Class "B" A.C.) will receive a shot of approximately 0.1 gallons per square yard of a slow set emulsion. We will require a minimum period for penetration of two hours, then a choke coat will be applied.

Prior to paving the "E" Mix we will require that any loose choke coat be removed, and that a tack coat of approximately 0.08 gallons per square yard be applied.

Placement of the Class "E" A.C. Wearing Surface will be limited to the period from June 15th to August 15th in Section 403.31 of the Special Provisions. Scheduling of the paving operations will be such that the "E" Mix is placed at least 24 hours, but not more than 72 hours after placing the seal coat.

JTS:tab

cc: FHWA
J. H. Versteeg ✓
Frank Terpin
Don Adams
Specifications
Robert Hector,
Jim Wilson
Bobby Johnson

1 Versteeg ✓
Anderson
Adams
2 Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
MAR 18 1983
ROAD DESIGN SECTION

Do not File
Return to
Bring up
Action

12- 387

9626

I-84N

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IR-84-6(3)226
Emigrant Hill-Meacham Section
Old Oregon Trail
Surfacing Design

Date: March 18, 1983

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

REFERRED TO
Watson 1 Mann NSM
Cole Stoudenmeyer
Eriksen King
Beard Dorn Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We have reviewed and approved the surfacing design submitted with Mr. Terpins' memorandum of March 15, 1983.

Since the primary purpose of the project is to seal the recycled pavement we agree special attention should be given to this work. Preferably some sealing should be done prior to placing the open graded surfacing. This has been discussed with Mr. Scofield, Surfacing Design Engineer.

O.K. HW

An early cut-off date for the paving work should be specified in the contract to allow for an adequate curing period prior to winter weather.

G. K. [illegible]
for Dale E. Wilken

cc: OSHD (F Terpin)

1 Versteeg ✓
Anderson
2 Adams
3 Macnab
Stoudenmeyer
Terpin
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I-84

STATE OF OREGON

INTEROFFICE MEMO

Highway - Traffic

TRA 7

TO: J. H. Versteeg
Road Design Engineer

DATE: March 17, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Traffic Control for Chip Seal Construction
Emigrant Hill-Meacham Section

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You asked us to look at the use of pilot cars for traffic control on subject project. The pilot cars would be used for directing traffic passed the work area and to control speeds while the chip seal is curing.

During working hours when only one lane is open to uphill traffic passed the work area (M.P. 218± to M.P. 224±), it may be necessary to separate heavy vehicles from the light vehicles and have the heavy vehicles follow the light vehicles up the grade.

Our data indicates that hourly volumes of eastbound traffic range from a low of about 30 to a high of about 250 including trucks. Hourly volumes of eastbound trucks range from a low of about 15 to a high of about 60. The speeds of loaded trucks traveling uphill from M.P. 218± to M.P. 224± will average about 20 mph with some traveling as slow as 10 mph.

The number of pilot cars needed will, of course, depend on the speed and frequency of pilot cars, the length of the speed control section, and the distance between interchanges. The worst case will be when the work area includes Emigrant Hill Interchange. Depending upon the length of the speed control section, a round trip for the pilot cars could take as long as 30 to 35 minutes. Our Standard Specifications state that we will limit delays to 20 minutes and queues to 75 vehicles. In order to meet these requirements, we will need to have pilot cars operating at about 10-minute intervals during the day and 20-minute intervals at night. This will require as many as four or five pilot cars during the day and two pilot cars at night for the worst case.

This doesn't sound like enough

L. E. George
Traffic Engineer

JOB:ds

A

A

REFERRED TO
Watson ✓ Kann NEM
Cole Stoudenmeyer
Eriksen King
Beard Dorn Leu
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By FINAL DESIGN ENGINEER

What is TP&D for job now?

Don, current project set up for "E" mix. No pilot cars necessary. One lane closure should handle traffic. NEM

81-125-1307

9626

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
LOC 16-3
DES 19

DATE: March 15, 1983

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Frank E. Terpin
Location Engineer

ORIGINAL SIGNED BY
FRANK E. TERPIN

SUBJECT: Emigrant Hill-Meacham Section
Old Oregon Trail Highway (I-84)
Umatilla County

Submitted herewith is the surfacing design with supporting documentation for the subject project. This is a rehabilitation project to be funded with FAI-4R money.

This project is to provide a seal and wearing surface over the entire roadbed. The recently completed project using recycled material is very porous.

The seal will be provided by the tack coat. Special attention to the requirements for the tack coat will be given in the project special provisions.

This plant mix seal should protect the existing pavement and provide a skid resistant wearing surface for several years.

If you have any questions about this proposal, they will be promptly answered.

Your approval of this design is requested.

Attachment

FET:JTS:tb ge

bc w/att E. S. Hunter
J. H. Versteeg
J. T. Scofield
R. D. Hector

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TECHNICAL SERVICES
MAR 15 '83
REFER TO

FOR

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Form 734-3122

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

Section: Emigrant Hill - Meacham

Highway: Old Oregon Trail #6

County: Umatilla

Prefix: 630-1473

Project Manager: Bobby Johnson

Date March 11, 1983

Twenty Year Traffic Coefficient 11.7

18 kip EAL's per day 1,280

R Value 24

Frost Penetration 36"±

CBE Total Requirement ----

STRUCTURAL SECTION
EXISTING ROADWAY

ACTUAL THICKNESS	COMPONENT	CREDIT
0.75"	Asphaltic Concrete - Class "E"	

The Class "E" surfacing is to be placed with a tack coat that is adequate to seal the existing A.C. pavement. The seal is to cover the entire width of pavement.

The special provisions should have a cut-off date for placing the Class "E" mixture of August 1st.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Regional Geologist

[illegible]

I-84

STATE OF OREGON **INTEROFFICE MEMO**
ROAD DESIGN SECTION DES 16

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: March 11, 1983

FROM:
Donald R. Adams
Final Design Engineer

SUBJECT:
Emigrant Hill-Meacham Section
Old Oregon Trail Highway
Umatilla County

The base designs proposed to seal the Emigrant Hill-Meacham Section inlay constructed last year are either a chip seal or a 3/4-inch "E" mix overlay. "E" mix overlay has been recommended.

The Type "E" mix is substantially more expensive -- $900,000 vs. $350,000 for the chip seal. The most persuasive argument for using the "E" mix is that it provides a more satisfactory traffic handling scheme than does the extensive pilot car and flagging activities required for the chip seal. With the chip seal, we anticipate sealing the highway half the 11-mile length at a time. This would be done to avoid intolerable delays but even 5-1/2-mile construction projects would be considered a substantial delay by some. Staging in this fashion would result in a project covering a longer construction period.

The "E" mix will provide an improved driving surface, less traffic disruption and a job that is considerably improved over a chip seal. The pavement is now beginning to ravel. The "E" mix would provide a better final wearing course with longer-lasting friction characteristics and protect the seal and underlying pavement better than the proposed chip seal.

The Region personnel favor the "E" mix proposal and the Federal Highway Administration has indicated their acceptance of this alternative.

I recommend the "E" mix alternative, also. If you approve, we will proceed.

CC Macnab
[illegible]
[illegible]
[illegible]
Rex
cc: 3-15-83

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1 Versteeg ✓
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APPROVED
E S Hunter
E. S. Hunter
Date 3-14-83

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Adams
FOR

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					✓	

9626

1-84 MAI 17-1

STATE OF OREGON
Highway Division - Maintenance Section
Salem, Oregon 97310

INTEROFFICE MEMO

TO: Donald R. Adams, P.E.
Final Design Engineer

DATE: February 23, 1983

SUBJECT: Chip Seal Project, Emigrant Hill - Meacham Section
Old Oregon Trail Highway

Maintenance District 12, (Pendleton), has a need for sanding rock at the Meacham Maintenance Section. A rock production project has already been proposed to fill this need.

Region 5 Maintenance Engineer, Bill Anhorn, proposes, and I endorse, the inclusion of this rock production as part of the subject project with funding from the Maintenance Program.

A copy of the Quantity Summary, Special Provisions and Sketch Map of the rock production project are attached.

Please incorporate this as part of the Chip Seal Project.

R. L. Schroeder
Maintenance Engineer

jb:mmw

Attachments

1 Versteeg ✓
Anderson
2 Adams
Olson
3 Sullivan
Terpin
Trout
Wakerlig

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Contains Recycled Materials

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☐ REA

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STATE OF OREGON

INTEROFFICE MEMO

Highway
DEPT.

276-1241
TELEPHONE

TO: William G. Anhorn
Regional Maintenance Engineer

DATE: September 23, 1982

Walter R. Sullivan

FROM: Walter R. Sullivan
Assistant District Engineer

SUBJECT: Meacham Rock Production

This project is set up in a state controlled source. The material needed is as follows:

20,000 cubic yards of 3/8"-10 material to be used for sanding.

All sanding and asphalt aggregates located within a 20 mile radius will be depleated before this contract is let. The production cost of the materials would be charged out to 43-4414-190. Attached is the IR Map, Qauntity Summary, and Special Provisions.

Aggreate within a 20 mile radius consists of the following:

OIL ROCK		
Hwy. F6, MP 235.5 (6602)	1,000 cubic yards	3/4-0
SANDING AND ASPHALT ROCK		
Hwy. F6 MP 238.6 (6601)	4,600 cubic yards	3/8-10
Hwy. 6 MP 250.1 (6607)	3,300 cubic yards	3/8-10
Hwy. 6 MP 224 (6608)	4,400 cubic yards	3/8-10

This rock production is expected to produce a two year supply of sanding rock.

SPECIAL PROVISIONS
Meacham Rock Production
1983

WORK TO BE DONE

The work to be done under this contract consists of the furnishing of approximately 20,000 cubic yards of crushed material in stockpiles.

APPLICABLE STANDARD SPECIFICATIONS

The Standard Specifications for Highway Construction, 1974, shall apply.

COMPLETION TIME LIMIT

The work to be done under this contract shall be completed in its entirety no later than September 30, 1983.

CLASS OF PROJECT

This is a state project.

PROJECT INFORMATION

Information pertaining to this project may be obtained inthe field from Bob Hector, Regional Engineer, 2111 Admas Avenue, La Grande, OR 97850; phone 963-3177.

SECTION 106 - CONTROL OF MATERIALS

106.03 - Furnishing Material form Outside Sources - Prospective sources of material which may warrant investigation and consideration for use by the contractor on this project may include, but not necessarily be limited to, the following:

1. A state controlled source on the old Highway 30 Frontage Road of materail located 100 feet right of MP F238.6 which is 0.25 miles North of the town of Meacham.
2. No extra payment or adjustment in unit prices will be made because of the placing of materials in the storage shed, it being understood that any expense involved is included in the price bid for list items.

SPECIAL PROVISION
Meacham Rock Production
1983

SECTION 107 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

Standard specifications.

SECTION 350 - STOCKPILED AGGREGATES

The furnishing of aggregates in stockpiles shall be in conformance with Section 350 of the Standard Specifications supplemented and/or modified as follows:

350.11 General - The material to be furnished in stockpiles shall be 3/8"-#10 material.

The 3/8"-#10 material shall conform to the following gradation requirements:

Percentage passing 1/2" sieve	100
Percentage passing 3/8" sieve	85 - 100
Percentage passing #10 sieve	0 - 15
Percentage passing #40 sieve	0 - 5

The crushed materials shall be reasonably free of sharp elongated fragments.

The rock or gravel material from which the aggregates are produced shall be scalped on a screen having openings not less than 1/2-inch in size. After the material has passed over the scalping screen, it shall contain not more than 5 percent by weight of material passing the 1/2-inch sieve. If quarry rock is furnished, this requirement shall apply to the material after it has passed through the primary crusher.

The contractor shall provide facilities for collecting samples of the material after the scalping operation.

During production of aggregates, samples shall be provided as frequently as the engineer may consider expedient to determine conformance to requirements. On the basis of testing, the contractor shall modify or adjust his crushing and screening operations as necessary to bring the materials within grading requirements as specified herein.

The determination of sizes and gradings shall be as set forth in AASHTO T 27.

350.31 and 350.35 - Place of delivery and the tentative plans of distribution of the material is as follows:

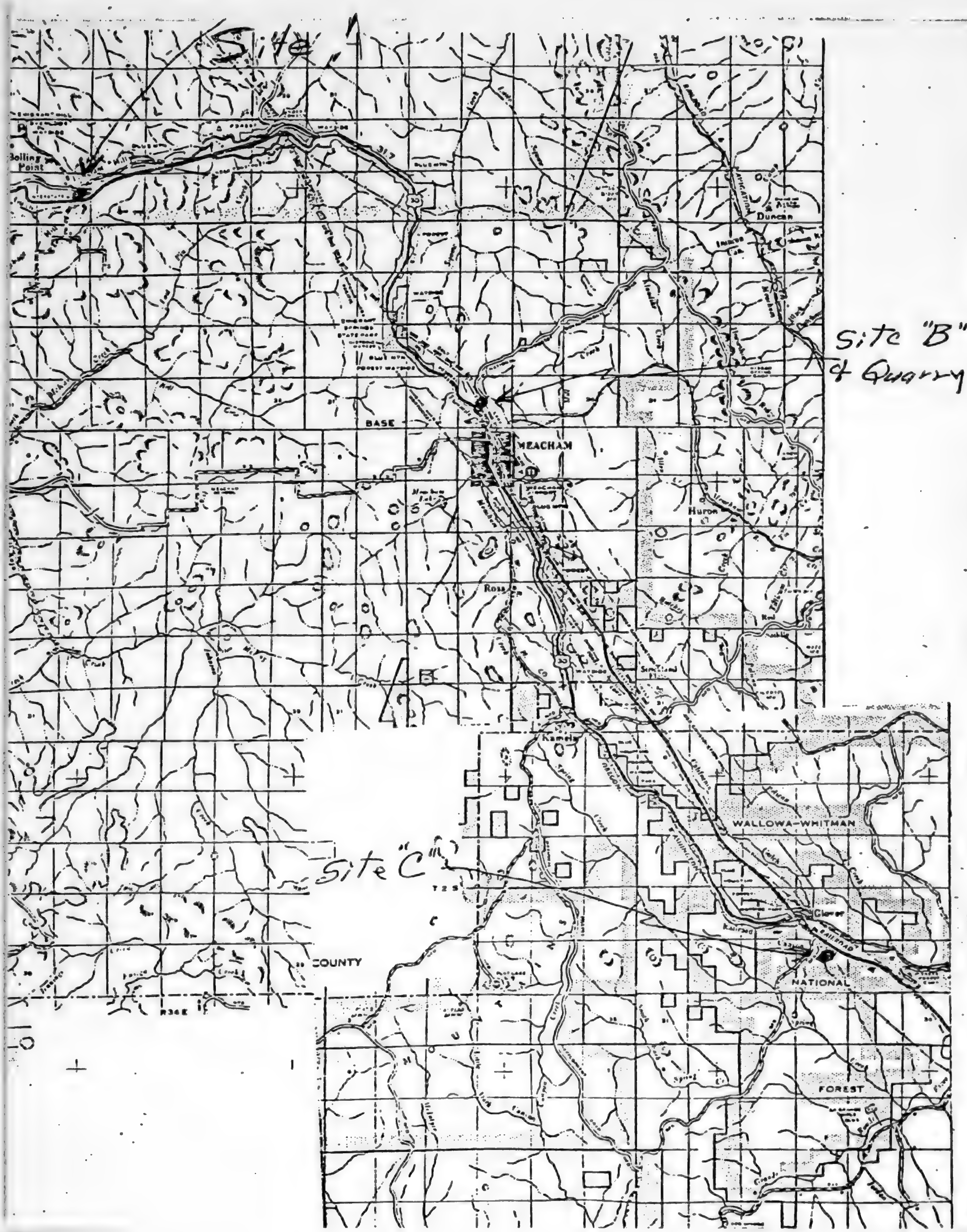
Stockpile Site Designation (Location as Indicated on Plans)	3/8"-#10 Material	Total
Site A M.P. 224.0	6,000 cy	6,000 cy
Site B M.P. 238.6	6,000 cy	6,000 cy
Site C M.P. 250.1	8,000 cy	8,000 cy
		20,000 cy

SPECIAL PROVISION
Meacham Rock Production
1983

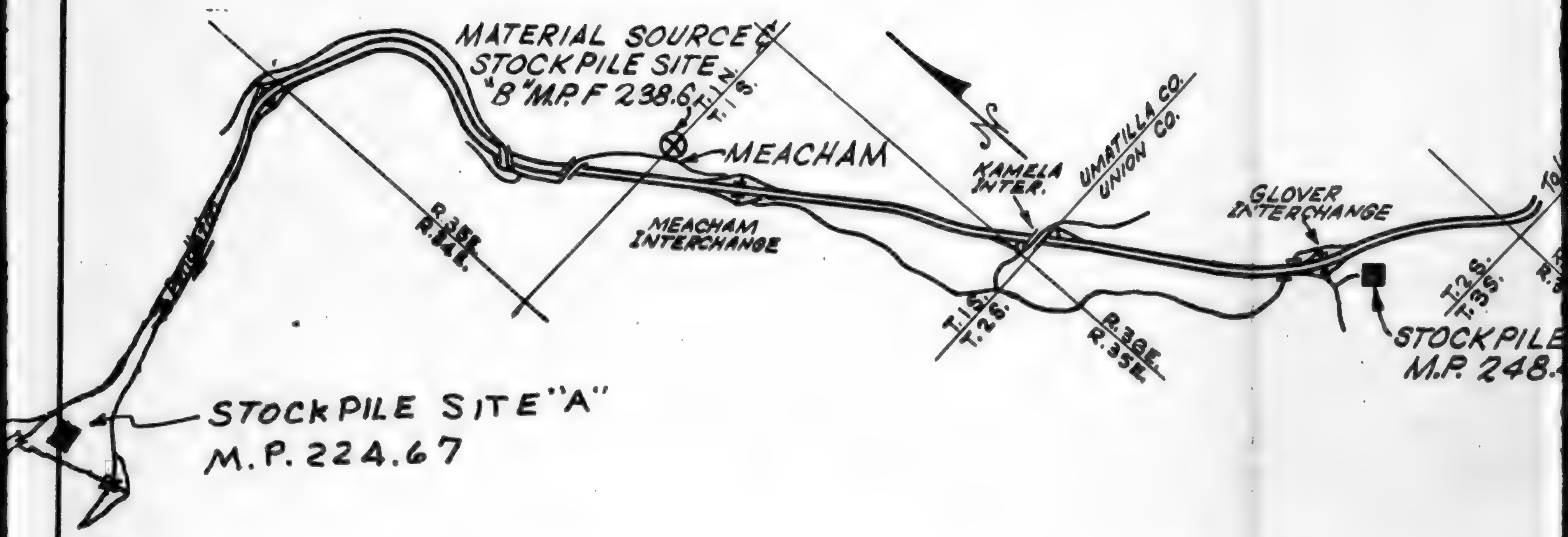
Where room is available, material shall be stockpiled in the storage shed. The remainder of the material shall be stockpiled on an area adjacent to the storage shed, as directed by the engineer. The equipment methods used in placing the materials in the storage shed shall be such as will not damage the storage shed.

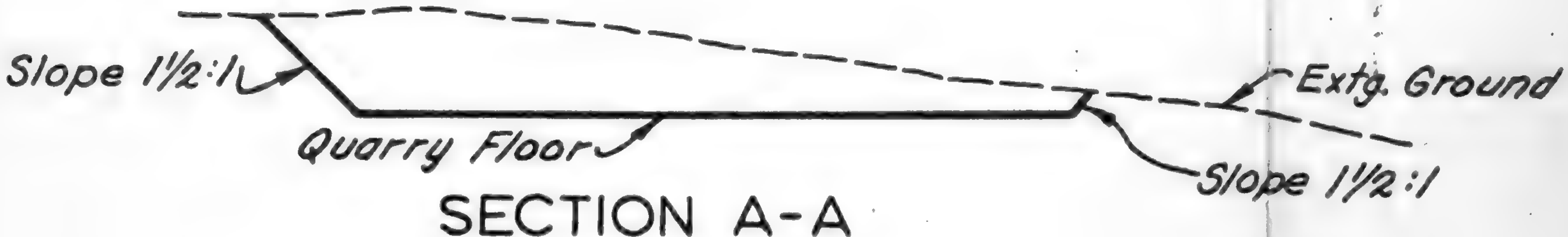
MEACHAM ROCK PRODUCTION
Umatilla County
Quantity Summary & Cost Estimate

3/8"-10 Aggregate Stockpile	20,000 cubic yards	$8.00	$160,000
Engineering at 10% and contingencies at 4% for 14%			$ 22,400
	TOTAL ESTIMATED COST		$182,400


Site "A"
Bolling Point
Duncan
Site "B"
& Quarry
BASE
MEACHAM
Huron
Ross
Kamela
WALLOWA-WHITMAN
Site "C"
T2S
Glover
Railroad
COUNTY
NATIONAL
R36E
FOREST

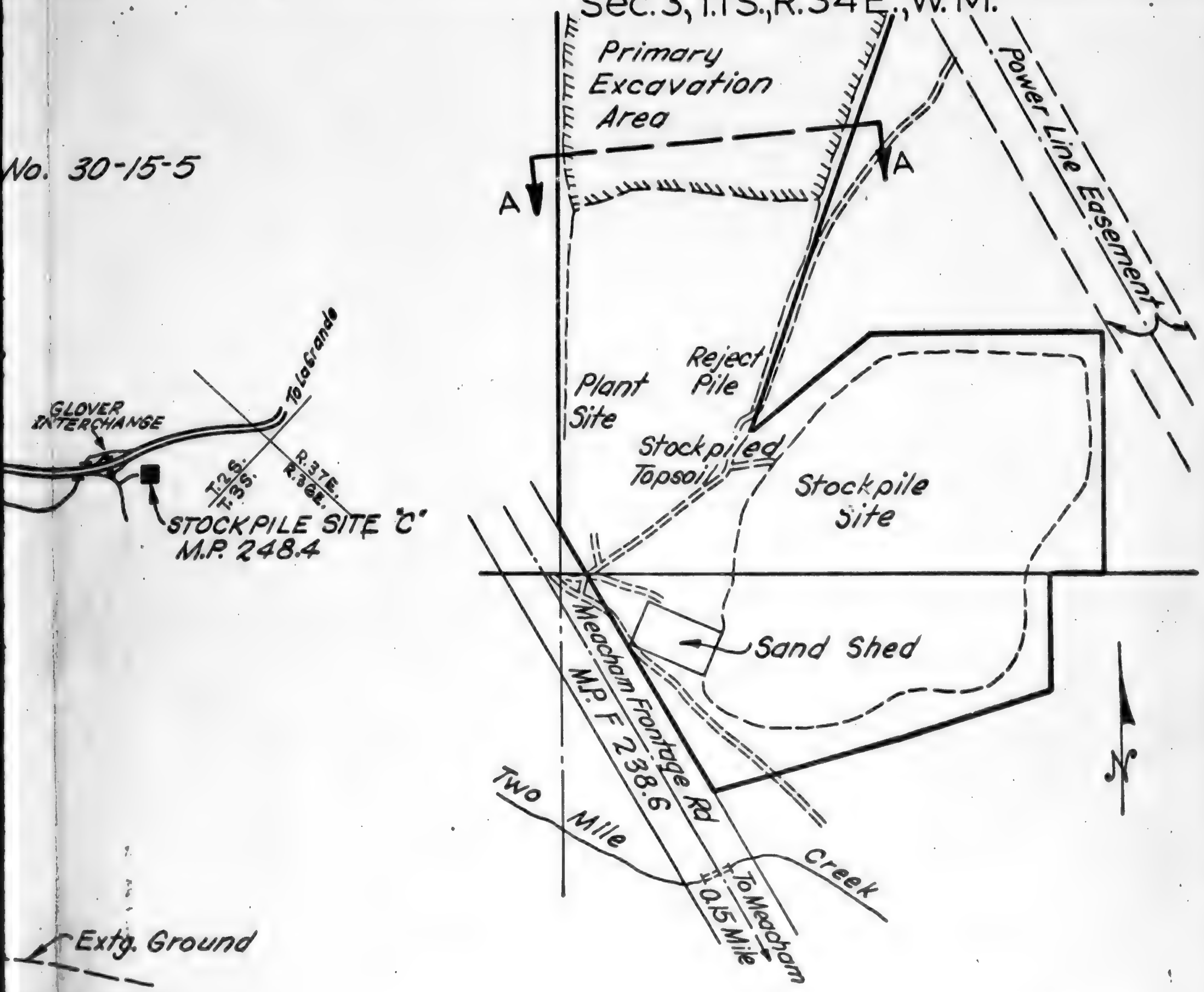
Material Source No. 30-15-5


MATERIAL SOURCE &
STOCKPILE SITE
"B" M.P. F 238.6
T.1N.
T.1S.
MEACHAM
MEACHAM INTERCHANGE
R.35E.
R.34E.
KAMELA INTER.
UMATILLA CO.
UNION CO.
T.1S.
T.2S.
R.36E.
R.35E.
GLOVER INTERCHANGE
T.2S.
T.3S.
STOCKPILE
M.P. 248.
STOCKPILE SITE "A"
M.P. 224.67


Slope 1½:1
Extg. Ground
Quarry Floor
Slope 1½:1

SECTION A-A

1R-4-603


Sec. 3, T.1S., R.34E., W.M.
No. 30-15-5
Primary Excavation Area
A
A
Power Line Easement
Reject Pile
Plant Site
Stockpiled Topsoil
Stockpile Site
Sand Shed
Meacham Frontage Rd
M.P. F 238.6
Two Mile Creek
To Meacham 0.15 Mile
N
GLOVER INTERCHANGE
To La Grande
T.2S.
T.3S.
R.37E.
R.36E.
STOCKPILE SITE "C"
M.P. 248.4
Extg. Ground
Slope 1½:1

OREGON STATE HIGHWAY DIVISION

Sketch Map

MEACHAM
ROCK PRODUCTION PROJECT

OLD OREGON TRAIL HIGHWAY

UMATILLA & UNION COUNTIES

May, 1976

I-84

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION	Emigrant Hill - Meacham
REGION	5

SURVEY AUTHORITY Old Oregon Trail I-84 #6

AUTHORIZATION NO.	PREFIX	DATE
2	630-1473	12-6-82

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 5,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		200	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		7,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		800	921 SPECIFICA-TIONS		4,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		400	950 TRAINING		200
910 REGION GEOLOGIST		28,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		300	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		0	932 RAILROAD & UTILITIES					

TOTALS	$47,200	$ 47,200
PREVIOUS AUTHORIZATION		$ 33,400
ADD. AUTH. REQUIRED		$ 13,800

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
State

LOCATION ENGINEER'S REMARKS

$ 36,354 for inlay contract PE
$ 10,846 for chip seal PE

Place chip seal on recently constructed inlay to waterproof longitudinal joints.

cpy - Watson

1 Versteeg
Anderson
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Turpin
4 Trout
Wakerlig

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chip seal added to existing survey 11-15-82 $347,800 FAI-45

PREPARED BY Phil Lewellyn	DATE 12-6-82	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 12/28/82
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X George C. Mills	DATE 12/27/82	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

7626 — — I-84 N

ENGINEER
10335
Anthony J. George Jr.
July 13, 1979
ANTHONY J. GEORGE JR.

OREGON DEPARTMENT OF TRANSPORTATION
NOISE STUDY REPORT

Project Emigrant Hill-Meacham
Highway Old Oregon Trail Highway (I-84)
County Umatilla
Preparer Lee Doss
Date May 25, 1982
City -

Project Description: The project will reconstruct the slow travel lanes by cold-planing off the existing pavement and replacing it. Where cut slopes are too steep and high to permit sunlight in to melt ice on the pavement, they will be cut back to a 2:1 slope. This is a type 1-A project as defined in FHPM 7-7-3.

Existing Land Use Activities: Open range pasture and patchy timber growth.

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TRAFFIC DATA AND PREDICTED NOISE LEVELS

Year		Autos	Medium Trucks	Heavy Trucks	Speed (mph)	Leq 67 dBA (Dist. from Rd. ℄)
		(vehicles per hour)				
1982	(Existing)	220	9	90	60	126'
2002	(No-Build) (Build)	330	14	135	60	165'

Existing Sound Levels: No measurements taken.

Traffic Noise Impacts: None. No receptors within design noise level contours.

Traffic Noise Mitigation: None warranted.

Construction Noise: Blasting and earth-moving.

Impacts: Improbable, but possible for campers in area.

Mitigation: (See Attachment).

Local Coordination:

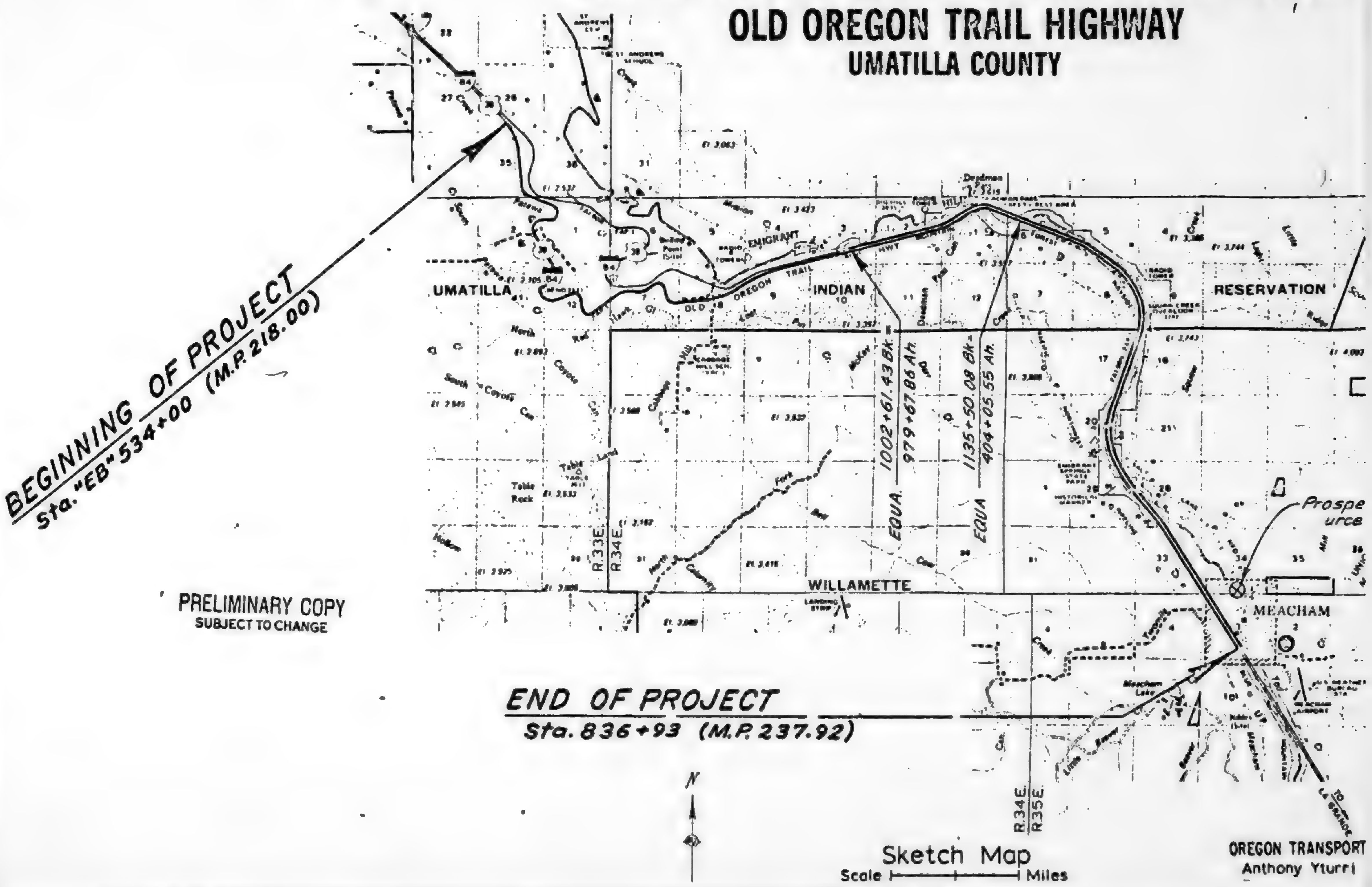
A copy of this report will be sent to Umatilla County. Mitigation of noise impacts on any undeveloped property will be the responsibility of the applicable land use agency and the developer. Noise contour distances contained in this report will aid in determining where noise conflicts can occur. Noise impacts could be mitigated by future developers through appropriate use of building setbacks, site design, and acoustical treatment of structures.

PLANS FOR PROPOSED PROJECT

EMIGRANT HILL – MEACHAM SEC.

OLD OREGON TRAIL HIGHWAY

UMATILLA COUNTY


TO PENDLETON
BEGINNING OF PROJECT
Sta. "EB" 534+00 (M.P. 218.00)
UMATILLA
EMIGRANT
OLD OREGON TRAIL
INDIAN
RESERVATION
Deadman
EQUA. 1002+61.43 Bk.= 979+67.86 Ah.
EQUA. 1135+50.08 Bk.= 404+05.55 Ah.
WILLAMETTE
R.33E
R.34E
R.34E
R.35E
Table Rock
Prospe
urce
MEACHAM
Meacham Lake
TO LA GRANDE
END OF PROJECT
Sta. 836+93 (M.P. 237.92)
N
Sketch Map
Scale
Miles
OREGON TRANSPORT
Anthony Yturri

PRELIMINARY COPY
SUBJECT TO CHANGE

Attachment

The following construction noise abatement measures will be included in the project construction specifications:

Paul

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the engineer.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.
4. No blasting operations shall be performed within 3,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 8:00 p.m. and 8:00 a.m. or other days, without the approval of the engineer.
5. The noise from rock crushing or screening operations performed within 3,000 feet of any occupied dwelling shall be mitigated by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the engineer.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the engineer.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

9626 I-84N

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic TRA 7

TO: J. H. Versteeg
Road Design Engineer

DATE: April 26, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Emigrant-Meacham Section
Old Oregon Trail Highway No. 6
M.P. 218.2 - M.P. 237.92

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If the subject project requires crossing the eastbound traffic over to the westbound leg, this office recommends positive protection. This protection is recommended since the freeway in this section has numerous curves and grades up to six percent with a large percentage of trucks.

If the eastbound traffic is to remain in the eastbound lanes, it would be desirable to provide 16 feet of pavement for traffic adjacent to the construction work. It may also be desirable to make provisions to have tow trucks readily available for vehicles that may overheat or have other mechanical problems.

L. E. GEORGE - TRAFFIC ENGINEER

WB:ds

NOTED
F. ERIKS

I-84

April 22, 1982

DES 16

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
Salem, OR 97301

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Emigrant Hill-Meacham
Old Oregon Trail Highway
Umatilla County

Project plans for the subject section are being prepared to correct rutting problems in the outside lands which are proposed to be done under 4-R Guidelines.

We are concerned also with an accident situation between M.P. 227 and 228.3 which is just westerly of Deadmans Pass Rest Area. This section of freeway lies primarily east and west and is in a section of heavy grading. It lies parallel and on the southerly side of the main ridge. Since we are crossing the small drainages, the roadway is constructed in alternating segments of through cut and through fill.

A snow and ice situation exists for a significant amount of the year since this roadway lies above 3,500 feet elevation. The fill areas have excellent exposure to the winter sun and the cut areas have poor exposure to the winter sun which often results in alternating extremes of clear pavement and icy pavement.

As a result, we have a disproportionate number of ice-related accidents on this segment of highway (see attached table of accidents). Mitigation of the situation can be accomplished by improving exposure of the pavements in the cut areas to the winter sun. Excavation to flatten the southerly cut slopes would allow increased sun and ventilation. In these latitudes, thensun's highest midday elevation is in the vicinity of 30 degrees above the southerly horizon; therefore, excavation of the southerly slopes to a rate of about 2:1 would allow reasonable exposure of these areas to winter sun. The excavation quantity to accomplish the slope revision is about 50,000 cubic yards and most of the material can be placed in the widening of the embankment areas where existing gaurd rail could then be removed.

Cost of this work is estimated to be about $250,000 of which about $100,000 can be justified by projected accident reduction. We are aware that most of the accidents which occur on this section are of one-car type. It is also our observation that many of these types of accidents are not recorded. We, therefore, believe that the economic justification is much higher than the stated analysis. On that basis and along with subjective engineering opinion, we believe the corrective work should be undertaken.

We request your concurrence and approval to include the work as a participating part of the Federal Aid project for this segment.

ORIGINAL SIGNED BY
J. H. VERSTEEG

J.H. Versteeg
Road Design Engineer

GCW:JHV:ge kg

Attachment

bc: F. E. Terpin W/Att.

West Bound

E[illegible] B[illegible]

227.00

P[illegible] - icy ● - 2 [illegible]

12-7-79 Dry - Misc.

2-12-80 - icy - P[illegible]

R[illegible] - icy - [illegible]

Fixed Object - M[illegible] - icy ●● - 11-21-

Fixed Object - Icy 2-12-78

228.00

Fixed Object - Icy 3-3-78

Misc. - Dry ● 4-[illegible]-78

4-15-78 ● Dry - Fixed Object

12-6-80 - ● icy - Cut[illegible] - Fixed Obj

Fixed Object - Med[illegible] - icy - 12-9-[illegible]

228.50

Accident Listing
Hwy No. 6
M.P. 227.00 - M.P. 228.50
1-1-78 to 12-31-80

B/C

i = 10 N = 100 yrs

(P/A, 10, 100) = 9.999

Ice Acc Only

$$\frac{(5 \times 980 + 4 \times 6700) \times 9.999}{3yr \times (Cost)} =$$

Cost = $105,650

96.26

I-84

NOTE: SHADED AREAS
TO BE COMPLETED
IN SALEM OFFICE

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

10-[illegible]-1

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Emigrant Hill-Meacham

HIGHWAY NAME: Old Oregon Trail

HIGHWAY NUMBER: 6

REGION 5	ADMINISTRATIVE DISTRICT 12	COUNTY Umatilla	CITY N/A

LENGTH: 11.17

MILEPOST NUMBER: 226.76 TO 237.93

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☒ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☒ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

Remove right-hand driving lane (both Eastbound and Westbound), re-cycle and repave.

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
OCT 29 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ___/___/___
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979-4950

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☐	☒	☐	☐	☐	☐
PROPOSED	☐	☒	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: N/A

TRAFFIC ANALYSIS: ☒ LIGHT ☐ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 10/20/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	2-12'	2-12'
SHOULDERS	1-6' and 1-10'	1-6' and 1-10'
MEDIANS		— —
PARKING LANES		— —
SIDEWALKS		— —
BIKEWAYS		— —
INTERCHANGES		— —
OTHER:		

	YES	NO	MAYBE		YES	NO	MAYBE
Channelization	☐	☒	☐	Right of Way (cont.) Improvements	☐	☒	☐
Frontage Roads	☐	☒	☐	Access Control	☐	☒	☐
Traffic Signals	☐	☒	☐	Railroad Crossing	☐	☒	☐
Signing	☐	☒	☐	At Grade	☐	☒	☐
Illumination	☐	☒	☐	Separated	☐	☒	☐
Structures	☐	☒	☐	Railroad Encroachment	☐	☒	☐
Stage Construction	☐	☒	☐	Permits	☐	☐	☒
Pedestrian Crossing	☐	☒	☐	Conditional Use	☐	☒	☐
Rest Area	☐	☒	☐	Flood Plain	☐	☒	☐
Truck Scale Site	☐	☒	☐	Irrigation District	☐	☒	☐
Landscaping	☐	☒	☐	Water District	☐	☒	☐
Drainage	☐	☒	☐	Drainage District	☐	☒	☐
River ______	☐	☒	☐	Div. of State Lands	☐	☒	☐
Stream ______	☐	☒	☐	Dept. of Geology & Min. Ind.	☐	☐	☒
Storm Sewer	☐	☒	☐	Corps of Engineers	☐	☒	☐
Sanitary Sewer	☐	☒	☐	Coast Guard	☐	☒	☐
Right of Way	☐	☒	☐	DEQ NPS Air Pollution	☐	☐	☒
Simple Acquisition	☐	☒	☐	DEQ NPS Water Pollution	☐	☒	☐
Complex Acquisition	☐	☒	☐	Building	☐	☒	☐
Relocations	☐	☒	☐	Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☒	☐	☐
Negative Declaration	☐	☒	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐
Public Hearing ____________	☐	☒	☐
Borrow Source	☐	☒	☐
Material Source	☒	☐	☐
Utilities	☐	☒	☐

Type ______________________

	YES	NO	MAYBE
Hydraulics Study	☐	☒	☐
Soils Investigation	☐	☒	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☒	☐
Requires Vicinity Map	☐	☒	☐
Requires Photogrammetry	☐	☒	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☒	☐	☐
Design Review	☐	☒	☐

4 - WORK ITEMS

TO BE PERFORMED BY

	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT–OF–WAY	☐	N/A ☐	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	— —
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	— —
CORRIDOR APPROVAL	( )	— —
FIELD SURVEY	(2,0)	
PRELIMINARY DESIGN	( )	— —
DESIGN APPROVAL/FINAL EIS	( )	— —
RIGHT-OF-WAY DESCRIPTIONS	( )	— —
RIGHT-OF-WAY ACQUISITION	( )	— —
P.S. & E. DOCUMENTS	( )	4

RECOMMENDED CONSTRUCTION DATE	1983 (Region)	[redacted] (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
No change in base design. Proposal is to remove 4" of existing A.C. in the right lane (both EB and WB), re-cycle and repave.		

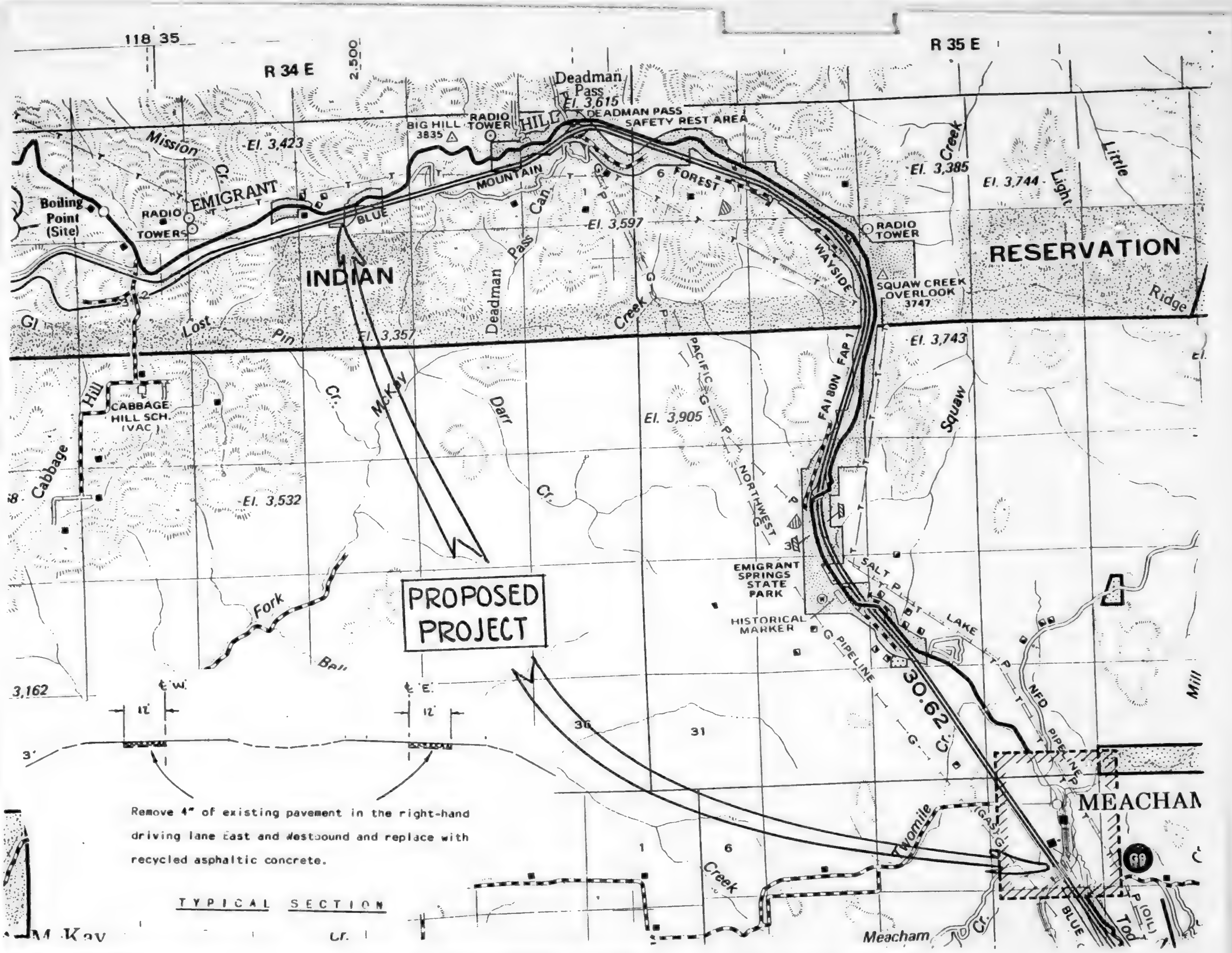
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	20,000	25,400
RIGHT OF WAY		
TRAFFIC CONTROL		140,000
ILLUMINATION		
STRUCTURES		
RAILROAD		
ROADWAY	1,480,000	
OTHER Striping	4,000	
ENGINEERING & CONTINGENCIES	369,000	
PROJECT TOTAL	1,873,000	2,018,400

SUBMITTED BY Bob


118 35
R 34 E
2,500
R 35 E
Deadman Pass
El. 3,615
DEADMAN PASS SAFETY REST AREA
BIG HILL 3835
RADIO TOWER
HILL
Mission Cr.
El. 3,423
EMIGRANT
Boiling Point (Site)
RADIO TOWERS
BLUE
MOUNTAIN
FOREST
INDIAN
RESERVATION
Deadman Pass Can.
El. 3,597
Creek
El. 3,385
El. 3,744
Light
Little
Ridge
RADIO TOWER
WAYSIDE
SQUAW CREEK OVERLOOK 3747
El. 3,743
FAI 80N FAP 1
Squaw
Lost Pin Cr.
El. 3,357
McKay Cr.
Darr Cr.
PACIFIC NORTHWEST PIPELINE
El. 3,905
CABBAGE HILL SCH. (VAC)
Cabbage Hill
El. 3,532
EMIGRANT SPRINGS STATE PARK
HISTORICAL MARKER
SALT LAKE
G PIPELINE
NFD PIPELINE
30.62
Fork
Bell
PROPOSED PROJECT
3,162
36
31
1
6
Creek
Twomile Cr.
Meacham
MEACHAM
BLUE
P (OIL)
GAS
Mill
℄ W.
℄ E.
12'
3'
Remove 4" of existing pavement in the right-hand driving lane East and Westbound and replace with recycled asphaltic concrete.
TYPICAL SECTION

7626 I-80N N

STATE OF OREGON **INTEROFFICE MEMO**

Highway-Traffic
DEPT.
378-6537
TELEPHONE

TO: W. E. Schwartz
Region Engineer
ATTN: Bob Aldrich
DATE: August 8, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Vehicle Classification Counts
Highway Condition Survey

The Federal Highway Administration is conducting a Highway Condition and Quality of Highway Construction Survey. Vehicle classification counts, to determine the 18-kip axle applications, is required for each project under study. Ten highway projects have been selected statewide for a condition survey. Two of these projects are in your region, as listed below:

HIGHWAY	SECTION LOCATION
Old Oregon Trail Highway (I80N)	Emigrant - Meacham
Old Oregon Trail Highway (I80N)	Pleasant Valley - Bubbs Ranch

In order to compile the data requested by the Federal Highway Administration within the specified time frane, 24-hour vehicle classification counts are requested for each project section during the second or third week of September, 1979.

Straightaway counts on the I80N freeway are suggested at the following locations:

1. West of Meacham Interchange (M.P. 238.77)
2. West of Durkee Interchange (M.P. 327.43)

Your cooperation is appreciated in obtaining these counts.

ORIGINAL SIGNED BY L. E. GEORGE
L. E. George
Traffic Engineer

JH:jrb

cc: ✓J. H. Versteeg
George Hopkins
Clarence Gregg
Glenn Hossner

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
4 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 0 9 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up /
Action

1983 UPRR O'Xing (The Dalles)- 9627
Fifteenmile Cr. Sec, Col. R. Hwy.
(concrete joint repair)

9627 J

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 2-34	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
		County Wasco
MODIFICATION NUMBER 5	2-7-89	Project Number IR-84-3(2)82

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 530,000.00	$ 428,570.00
Federal funds	$ 488,766.00	$ 395,227.00
Other revisions		

This modification is made for the following reasons: To deobligate Appn Code 044 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7TH day of FEB, 19 '89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Joseph R. Speight for
MANAGER, PROGRAM SECTION
(Title)

~~XXX~~FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon January 31, 1989

Federal-aid Project No. IR-84-3(2)82

UPRR O'Xing (The Dalles) Fifteen Mile Cr.
Columbia River Highway
Wasco County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway (Sta. 2302+15 to Sta. 2499+12)

Subtotal from previous estimate of October 15, 1986	$ 472,821.00
Decrease in Construction Costs	(100,151.00)
Subtotal	$ 372,670.00
Engineering	55,900.00
Total	$ 428,570.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 428,570.00	$ 395,227.00	$ 33,343.00
Total	$ 428,570.00	$ 395,227.00	$ 33,343.00

Sub. Job 010 = 0%; Sub. Job 011 = 100%
Appn Code: 044
Prefix: C633-1942 (P.E.
C-09627

DCN:bkw

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 10-546	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Wasco
MODIFICATION NUMBER 4	16 31	Project Number IR-84-3(2)82

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 460,000	$ 530,000
Federal funds	$ 424,212	$ 488,766
Other revisions		

This modification is made for the following reasons: To include increase in construction costs and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the [illegible] day of [illegible], 19[illegible]

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry Rulien

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon October 15, 1986

Federal-Aid Project No. IR-84-3(2)82

UPRR O'Xing (The Dalles) Fifteenmile Cr.
I-84 in Wasco County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway (Sta. 2302+15 to Sta. 2499+12)

Subtotal from estimate of December 3, 1984		$ 357,821.10
Additional Item-SFO #2		29,686.00
Additional Item-OFW #3		85,314.00
	Subtotal	$ 472,821.00
	Engineering	57,178.90
	Total	$ 530,000.00

Length of Project	0.0 mi.

Federal Funds (92.22%)	$ 488,766.00
State Funds	41,234.00
Total	$ 530,000.00

Group 1	100%
Appn Code:	044
Prefix:	633-1942
Prefix:	C09627

RLC:bkb

9627

STATE COPY

TO BE COMPLETED BY FHWA	
MONTHLY TRANSACTION NUMBER	3-172
PROJECT REPORT NUMBER	
MODIFICATION NUMBER	3

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State	Oregon
County	Wasco
Project Number	IR-84-3(2)82

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 410,000.00	$ 460,000.00
Federal funds	$ 378,102.00	$ 424,212.00
Other revisions		

This modification is made for the following reasons:

To include previously approved work under OFW #3

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of March, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XBY For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon March 20, 1985

Federal-Aid Project No. IR-84-3(2)82

UPRR O'Xing (The Dalles) Fifteenmile Cr.
I-84 in Wasco County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway (Sta. 2302+15 to Sta. 2499+12)

Subtotal from Estimate of December 3, 1984		$ 357,821.10
Additional Item - OFW #3		$ 50,000.00
	Subtotal	$ 407,821.10
	Engineering	52,178.90
	Total	$ 460,000.00

Length of Project -------------------- 0.0 mi.

Federal Funds (92.22%)	$ 424,212.00
State Funds	35,788.00
Total	$ 460,000.00

Group 1 100%
Contract No. 9627
Prefix: 633-1942
Prefix: 633-1035

WH:me

9

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 2-176

PROJECT REPORT NUMBER

MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

Form Approved; O M B No. 04-R2089

State Oregon

County Wasco

Project Number IR-84-3(2)82

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 405,000	$ 410,000
Federal funds	$ 373,491	$ 378,102
Other revisions		

This modification is made for the following reasons:

To include increase in construction engineering cost.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of February, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON FEBRUARY 21, 1985

FEDERAL AID PROJECT NO. IR-84-3(2)82

UPRR O'Xing (The Dalles) Fifteenmile Cr.
I-84 in Wasco County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
Roadway (Sta. 2302+15 to Sta. 2499+12)

Subtotal from Estimate of December 3, 1984	$ 357,821.10
Engineering	52,178.90
Total	$ 410,000.00

Length of Project ------------- 0.0 mi.

Federal Funds (92.22%)	$ 378,102.00
State Funds	31,898.00
TOTAL	$ 410,000.00

Group 1: 100%
Contract No. 9627
Prefix: 633-1942
Prefix: 633-1035

WH:me

71627

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 12-78	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County WASCO
MODIFICATION NUMBER 1		Project Number IR-84-3(2)82

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 6, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 330,672.00	$ 405,000.00
Federal funds	$ 304,823.00	$ 373,491.00
Other revisions		

This modification is made for the following reasons: To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 5th day of December, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON DECEMBER 3, 1984

FEDERAL AID PROJECT NO. IR-84-3(2)82

UPRR O'XING (THE DALLES) FIFTEENMILE CR.
I-84 IN WASCO COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
ROADWAY (Sta. 2302+15 to Sta. 2499+12)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Flagman	$ 25.35	1,500	$ 38,025.00	2,676	$ 67,836.60	
Pavement Patching	9.10	12,000	109,200.00	16,320	148,512.00	
SUBTOTALS			$147,225.00		$216,348.60	
					Increase	$ 69,123.60
			SUBTOTAL from Estimate of May 31, 1983			288,697.50
					SUBTOTAL	$ 357,821.10
					Engineering	47,178.90
					TOTAL	$ 405,000.00

Length of Project ----------------- 0.0 mi.

Federal Funds (92.22%) ------------	$373,491.00
State Funds -----------------------	31,509.00
TOTAL	$405,000.00

Group 1: 100%
Contract No. 9627
Prefix: 633-1942
Prefix: 633-1035

WH:pf

9627

FILE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-20	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6 6 83	State Oregon County Wasco Project No. IR-84-3(2)82

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

UPRR O'Xing (The Dalles)-Fifteenmile Cr.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-23-83	0.0
OTHER *(Specify)*		

FUNDS PRO RATA 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 330,672.00	FEDERAL FUNDS $ 304,823.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Larry C. Potter
Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator [illegible]

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon May 31, 1983

Federal Aid Project No. IR-84-3(2)82

UPRR O'Xing (The Dalles) Fifteenmile Cr. Section
I-84 in Wasco County

PROJECT AGREEMENT ESTIMATE

Type Code SFTY
Roadway (Sta. 2302+15 to Sta. 2499+12)

Mobilization		All Required		$	21,385.00
Temporary Protection and Direction of Traffic		All Required			9,150.00
Temporary Signs	900	Sq. Ft.	6.00		5,400.00
Temporary Barricades	100	Sq. Ft.	55.00		5,500.00
Temporary Plastic Safety Markers	200	Each	35.00		7,000.00
Sequential Arrow Signs	4	Each	2,000.00		8,000.00
Flagmen	1,500	Hour	25.35		38,025.00
Pavement Patching	12,000	Sq. Ft.	9.10		109,200.00
Transverse Joint Sealing	14,750	Lin. Ft.	3.25		47,937.50
Longitudinal Joint Sealing	14	Mile	2,650.00		37,100.00
			Subtotal	$	288,697.50
			Engineering		38,974.50
			Total	$	327,672.00

Length of Project 0.0 mile

Work Retained in Program Status

Pavement Repair over 4-inches Deep All Required $ 3,000.00

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 327,672.00	$ 302,179.00	$ 25,493.00
Retained in Program Status	3,000.00	2,644.00	356.00
Total	$ 330,672.00	$ 304,823.00	$ 25,849.00

Group 1	100%
Contract No.	9627
Prefix:	633-1942
Prefix:	633-1035

9627.

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

Re Contract # 9627

July 23, 1987

Robert Bothman, Deputy Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Copenhagen Utilities & Construction, Inc. v. State
Multnomah County Circuit Court No. A8705-03364

Dear Mr. Bothman:

This letter represents a status report on the above-referenced case for the month of July, 1987. As I indicated in our last report, a set of preliminary motions against the complaint have been filed in court. Among the motions was a claim that the matter belonged in district court rather than the circuit court. The circuit court in Multnomah County now has a mandatory arbitration program which requires cases below a certain dollar amount to be heard by an arbitrator rather than in front of a jury. This case has now been sent to that mandatory arbitration program. In the meantime, I still need to discover further facts about the case from our own standpoint. Please provide me with any and all documents in the Department regarding this case.

This document is a communication of current case status and includes information on trial strategy. It is a privileged document from attorney to client. Neither the document nor its contents should be routinely circulated beyond the immediate addressees unless trial counsel is first consulted. The document should not be attached to nor made a part of an agenda

cc Frederickson
Are you providing documents required by counsel?
A.
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Jack Sollis
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for any public meeting, nor should it be discussed by the public body involved in open session without first consulting with trial counsel.

Sincerely,

James Van Dyke
Assistant Attorney General

JVD/jep

cc: Dave Frohnmayer
William F. Gary
John R. McCulloch, Jr.
Kendall M. Barnes

1225T

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

July 1, 1987

Robert Bothman, Deputy Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Copenhagen Utilities & Construction, Inc. v. State
Multnomah County Circuit Court No. A8705-03364

Dear Mr. Bothman:

This letter is a status report on the above-referenced case for the month of June, 1987. As indicated in our letter of June 11, Copenhagen Utilities has filed a complaint against the State for approximately $9,000 for additional payments under Contract No. 9627 in Portland, Oregon.

To date, we have filed a preliminary set of motions against the complaint and defense has been tendered to the City of Portland inasmuch as the City administered that contract and the contract was for Portland improvements. To date the City has not responded to our tender.

This document is a communication of current case status and includes information on trial strategy. It is a privileged document from attorney to client. Neither the document nor its contents should be routinely circulated beyond the immediate addressees unless trial counsel is first consulted. The document should not be attached to nor made a part of an agenda

R. N. BOTHMAN

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FOR
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for any public meeting, nor should it be discussed by the public body involved in open session without first consulting with trial counsel.

Sincerely,

James Van Dyke
Assistant Attorney General

JVD/jep

cc: Dave Frohnmayer
William F. Gary
John R. McCulloch, Jr.
Kendall M. Barnes

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IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

COPENHAGEN UTILITIES & CONSTRUCTION, INC. Plaintiff, v. STATE OF OREGON, acting by and through its TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, Defendant.	No. A8705-03364 MEMORANDUM IN SUPPORT OF STATE'S ORCP 21 MOTIONS

MOTION TO DISMISS COMPLAINT

(Jurisdiction)

The plaintiff's complaint should be dismissed from the circuit court for failure to plead an amount within the court's jurisdiction. The aggregate of the plaintiff's claim is less than $10,000. Claims of that amount or smaller must be brought in the district court. ORS 46.060. Therefore, this court lacks jurisdiction over the substance of the complaint. ORCP 21A(1).

MOTION TO DISMISS

(Engineer's Decision)

The first claim for relief for failure to state ultimate facts sufficient to constitute a claim, ORCP 21A(8) and because the court lacks jurisdiction over the subject matter of the claim. ORCP 21A(1).

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EXHIBIT A
PAGE 1 OF 11

The complaint states that the Contract between the parties was designated as No. 9627, commonly known as the S.W. Sixth Avenue - S.W. Fourth Avenue Improvements" contract. Complaint Paragraph 2. The complaint also notes that a portion of the contract was contained in the Standard Specifications for Highway Construction. Paragraph 6. Finally the complaint avers that the defendant improperly assessed liquidated damages against plaintiff for late completion of the project by issuing an engineer's final decision on May 27, 1986.

A portion of the Standard Specifications provides that the Engineer's decision in such cases is final and conclusive between the parties:

> 105.01 AUTHORITY OF ENGINEER--The Engineer will decide all questions which may arise as to the quantity, quality and acceptability of materials furnished and work performed and as to the rate of progress of the work; all questions that may arise as to the interpretation of the plans and specifications; and as to the acceptable fulfillment of the contract of the Contractor. The Engineer's estimates and decisions in these matters shall be final, binding and conclusive upon all parties to the contract." (Emphasis added.)

The Oregon Supreme Court has repeatedly held that where the contract provides that the engineer's decision is final on claim matters, the provision will be enforced unless there is proof of fraud or gross mistake. Krieg v. Union Pac. Land Res. Corp., 269 Or 221, 230-31, 525 P2d 48 (1974); Barbour & Son v.

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Highway Comm., 248 Or 247, 262, 433 P2d 817 (1967); *Highway Comm. v. Heintz Constr.*, 245 Or 530, 540-41, 423 P2d 175 (1967).

Despite the conclusiveness of this clause, the Supreme Court has on occasion found that the decision of the Engineer was outside the clause. In *Barbour*, for example, the State had altered the details of construction from the original contract through the issuance of two change orders causing the contractor to use a different and more expensive method than originally contemplated. The language of the clause was thus not applicable. *Barbour* at 262.

In *Heintz*, another exception was found when the question related to whether the resident engineer on the project had verbally informed the Contractor not to perform certain excavation work. Moreover, such a question was not within the scientific or technical expertise of the engineer. *Heintz*, 245 Or at 542.

In the present case the Clause should be given its intended effect. The plaintiff's complaint does not show that there is a dispute regarding credibility (*Heintz*) or that the Engineer altered the original construction plans (*Barbour*). In addition, the clause now contains a provision that was not present in either of the previous cases that have been discussed. That additional provision recites:

> 105.01 "The Engineer shall decide all questions that may arise . . . as to the *acceptable fulfillment of the contract* on the part of the Contractor." (Emphasis added.)

In other words, the parties expressly agreed that the Engineer would decide when the project would be completed. The Engineer decided adversely to the plaintiff, and no allegation of fraud or gross mistake has been pleaded.

The subject of the plaintiff's first claim for relief is the time that the contract was completed. Therefore, the court should give effect to the contract between the parties and dismiss that claim since plaintiff has admitted that the Engineer's decision was adverse to it.

MOTION TO DISMISS (APA)

In the alternative to its first motion, defendant moves the court to dismiss the first claim for relief because this court lacks jurisdiction over the subject matter of this lawsuit. ORCP 21A(1).

Defendant is the State Transportation Commission and the Highway Division of the Department of Transportation. As such it is subject to the provision of the Administrative Procedures Act (APA). ORS 183.310 *et seq.* The purpose of the APA is to provide a *uniform* procedure for judicial review of agency decisions. *Morgan v. Maclaren School*, 23 Or App 546, 548, 543 P2d 304 (1975); *School District No. 48 v. Fair Dismissal App. Bd.*, 14 Or App 35, 38, 512 P2d 799 (1973). The defendant is obviously a state agency subject to the provisions of the APA. ORS 183.310(1).

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Under the APA, judicial review of a final order, whether resulting from a contested case or a noncontested case, is solely as provided by the judicial review provisions of that Act. ORS 183.480(2). An order is defined as:

> " . . . *any* agency action expressed orally or in writing to a named person or persons, other than employees, officers or members of an agency. 'Order' includes any agency determination or decision issued in connection with the contested case proceeding . . . ." ORS 183.310(5)(a).

A "final order" is merely final agency action expressed in writing. ORS 183.310(5)(b).

In this case, plaintiff has alleged that in May of 1986 the State Engineer sent plaintiff a *final* decision denying any further adjustment under the contract and assessing liquidated damages. Complaint, Paragraphs 6, 7. As noted above, the contract between the parties provided that the Engineer had the authority to make a decision between the parties regarding fulfillment of the contract by the contractor. This means that the Engineer was authorized by law to issue such an order. ORS 183.310(1). Plaintiffs admit that the order was final, and that no further adjustment would be forthcoming.

Since the Engineer's decision was a final order, the judicial review provisions of the APA apply. If the court considers the order to be one in other than a contested case, plaintiff had 60 days in which to file a petition for review in the Marion County Circuit Court. ORS 183.484(1), (2). If, on the other hand, plaintiff contends that the final order resulted from a contested case hearing, jurisdiction was with the Court of Appeals if plaintiff filed within 60 days. ORS 183.482(1). In either event, plaintiff has missed the applicable time--and the appropriate court--for filing its petition.

The judicial review provisions of the APA are the exclusive means by which plaintiff may review agency action such as the Engineer's decision. See Lance v. Dodd, Inc. v. State, 32 Or App 101, 107, 573 P2d 744 (1978); Bay River v. Envir. Aulity Comm., 26 Or App 717, 720, 554 P2d 620, rev den 276 Or 555 (1976). Since plaintiff has failed to follow the judicial review provisions for the APA its first claim must be dismissed.

MOTION TO DISMISS PLAINTIFF'S SECOND, THIRD AND FOURTH CLAIMS

Plaintiff's second, third and fourth claims assert that its subcontractor, Hamilton Electric, Inc., was required to perform extra work by the City of Portland, the contract administrator. Plaintiff then simply concludes by asserting that it is entitled to be paid for this extra work.

These conclusory allegations do not disclose sufficient information to indicate that these claims are brought by the real party in interest. As such, they are subject to being dismissed. ORCP 21A(6).

In essence, plaintiff's pleading nowhere discloses why plaintiff, as opposed to Hamilton Electric, Inc., is entitled to recover for these amounts. There is no privity of contract between the State defendant and Hamilton as disclosed by the complaint.

Defendant has been unable to find any State cases directly on this point. However, on the federal level this situation is controlled by the "Severin Doctrine." Severin v. United States, 99 Ct Cl 435 (1943), cert den 322 US 733, 64 S Ct 1045, 88 L Ed 1567 (1944). The Severin Doctrine holds that a prime contractor may recover on behalf of a subcontractor if and only if the prime contractor has reimbursed the subcontractor for its losses.

Later cases carved an exception to the Severin doctrine by allowing the prime contractor to maintain its action although it had not made reimbursement if it remained legally liable for such reimbursement in the future. J. L. Simmons Co., Inc. v. United States, 304 F2d 886 (Ct Cl 1962).

However, in this case plaintiff has neither pleaded that it has, or must, reimburse Hamilton. Nor has it pleaded any other facts to show why it is liable to Hamilton. No contract between Hamilton and plaintiff are attached.

In the absence of such facts, the second, third and fourth claims are legally insufficient and should be dismissed.

MOTION TO DISMISS FIFTH CLAIM

Plaintiff's fifth claim for relief is one for declaratory judgment. It should be dismissed under either ORCP 21A(1) or 21A(8) and because a justiciable controversy does not exist in

EXHIBIT A
PAGE 7 OF 11

regard to that claim.

In order to determine whether plaintiff presents a justiciable controversy, the court must find that the plaintiff's danger or dilemma exists in the present and does not depend upon the happening of some future events. A declaratory judgment declares existing law or existing facts. Hales v. Fireman's Fund Ins. Co., 209 Or 99, 103-08, 302 P2d 1010 (1956). See also State Farm Fire & Casualty v. Reuter, 294 Or 446, 657 P2d 1231 (1983).

Although plaintiff states its concern for the construction of the contract in this case the plaintiff goes on to allege:

> "Plaintiff believes that the State of Oregon will erroneously assess liquidated damages under future contracts for the same reasons it has done so under Contract No. 9627." Plaintiff's complaint, Paragraph 21 (emphasis added).

In addition, plaintiff seeks a declaration in Paragraph 22 that pertains not only to this contract, but to future contracts as well.

If plaintiff is seeking a declaration as to future contracts, that request is clearly contrary to the purposes of the Declaratory Judgment statutes. Hale, supra. Obviously, neither the court nor counsel can know the content of future contracts. Although some of them may include the Standard Specifications for Highway Construction, they may also have

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specific provisions which may alter those standard provisions. The court should not be required to guess what those alterations, if any, might be.

Therefore, plaintiff's fifth claim for relief for declaratory judgment should be dismissed.

MOTION TO DISMISS

(Jurisdiction)

Plaintiff's fifth claim for relief is one for declaratory judgment. As noted above, because this claim does not exceed $10,000, it should be brought in the district, and not the circuit, court. ORS 46.060. Because of this fact, the declaratory judgment proceeding must also be brought in the district court because ORS Chapter 28 does not enlarge the jurisdiction of the court. Brown v. Oregon State Bar, 293 Or 446, 449-50, 648 P2d 1289 (1982).

Thus, even if the fifth claim does state a claim, the court must dismiss because it does not have jurisdiction to hear it.

MOTION TO STRIKE

In the alternative to the above motions, defendant seeks an order striking the language in Paragraph 21 that refers to the interpretation of future contracts with the State of Oregon. ORCP 21E.

If the court should construe the plaintiff's fifth claim as a proceeding to seek declaratory relief as to the contract under dispute, and not to future contracts, the language of that claim that specifically refers to future contracts should be stricken as irrelevant. Hale, supra

Respectfully submitted,

DAVE FROHNMAYER
Attorney General

JAMES H. VAN DYKE OSB# 78413
Assistant Attorney General
Trial Attorney
Of Attorneys for State of Oregon
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

1058T

CERTIFICATE OF SERVICE

I hereby certify that on the 18th day of June, 1987, I served a true copy of the within State's ORCP 21 Motions and supporting Memorandum upon plaintiff's attorney, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Joseph A. Yazbeck, Jr.
Allen, Kilmer, Schrader,
Yazbeck & Chenoweth
1600 Orbanco Building
1001 S.W. Fifth Avenue
Portland, Oregon 97204

JAMES H. VAN DYKE, OSB #78413
Assistant Attorney General
Of Attorneys for Defendants
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

have known that defendant would rely upon its continuing representation and intended that occur.

42.

Defendant did so rely as plaintiff intended. Plaintiff, by reason of its failure to give notice, ought now to be estopped from presenting claims for extra compensation.

FOURTH AFFIRMATIVE DEFENSE

(Engineer's Decision)

In response to plaintiff's First, Second and Third Claims for Relief, defendant alleges:

43.

Defendant realleges the matters pled and admitted in response to paragraphs 1 through 17 above.

44.

The contract between plaintiff and defendant contained provisions requiring that all disputes as to the quantity, quality, adequacy, and cost of work be submitted to the engineer for determination, and that upon consideration, the engineer shall make a determination for or against plaintiff in such an amount as he determines to be fair and equitable.

45.

The claims presented in the Amended Complaint, claims 1 through 3, were presented to the engineer and a decision thereon rendered. Absent a showing of fraud or gross mistake tantamount to fraud, the decision of the engineer is binding.

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EXHIBIT B
PAGE 1 OF 1

32.

Plaintiff failed to give defendant's Engineer notice of the matters alleged at paragraphs 7, 8 and 9 of the Second Amended Complaint incorporated by reference in paragraphs 16, 24 and 26 of the Second Amended Complaint, and failed to provide facilities for keeping a strict account of the cost of the work. Plaintiff thereby waived its entitlement to any additional compensation.

SECOND ALTERNATIVE AFFIRMATIVE DEFENSE

(Decision Of The Engineer)

33.

Defendant realleges and incorporates by reference the matters admitted by reason of its responses to paragraphs 1 through 3 of plaintiff's Second Amended Complaint.

34.

The contract between plaintiff and defendant contained terms and provisions which, among other things, provided certain matter should be decided by defendant's Engineer and that the Engineer's decision upon these matters would be final and binding. The contract also provided that certain changes and alterations were to be expected in connection with the work of type performed under the contract and that the contractor, in event of such changes, would be compensated at the contract amount unless such were determined to be insufficient by the Engineer, in which case the contractor would be compensated by payment of a sum agreed to in advance between plaintiff and

EXHIBIT C
PAGE 1 OF 2

defendant's Engineer or in such amount as defendant's Engineer determined to be fair and reasonable.

35.

Pursuant to the terms and conditions set out in the contract, plaintiff on or about March 12, 1985, presented to defendant's Engineer with a claim for extra compensation over and above that provided for in the contract. Defendant's Engineer issued a decision thereon granting and denying certain entitlements. Pursuant to the terms of the contract the decision of the Engineer is final and binding upon plaintiff and defendant.

THIRD ALTERNATIVE AFFIRMATIVE DEFENSE

(Accord And Satisfaction)

36.

Defendant realleges the matters admitted in response to paragraphs 1 through 3 of the Second Amended Complaint and incorporates by reference herein the allegations in paragraph 34.

37.

From time to time as contract performance proceeded and the need arose, defendant's Engineer issued certain extra work orders requiring plaintiff to perform work deemed necessary for completion of the project, but not provided for in the contract. By reason of its contract, the plaintiff agreed to accept such extra work orders and to perform them for the compensation provided for by the contract provision in 109.07.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

S.J. GROVES AND SONS COMPANY,
a Minnesota corporation,

Plaintiff,

v.

STATE OF OREGON, by and
through the TRANSPORTATION
COMMISSION,

Defendant.

No. 86-09-05551

MEMORANDUM OF LAW

AS TO PARAGRAPH 1 OF THE MOTION

Defendant moves to dismiss plaintiff's First Claim for Relief for want of subject matter jurisdiction pursuant to ORCP Rule 21A(1). Jurisdiction for the review of ODOT's denial of plaintiff's claim rests exclusively with the Court of Appeals pursuant to ORS Chapter 183. The gravamen of plaintiff's First Claim for Relief can be found at paragraph 10 of the Amended Complaint in which plaintiff alleges inter alia that it submitted a claim for a contract price adjustment to ODOT which the agency subsequently denied. It is the denial of its claim, set out again at paragraph 12 of the Amended Complaint, which plaintiff seeks to have re-examined by the Court in its lawsuit.

The Oregon Administrative Procedures Act, ORS 183.310 et seq., provides a comprehensive scheme for judicial review of agency orders. The review provided by the Act is the exclusive means for procuring judicial examination of agency action. See Lance Dodd, Inc. v. State, 32 Or App 101, 107, 573 P2d 744

EXHIBIT P
PAGE 1 OF 3

(1978); *Bay River v. Envir. Quality Comm.*, 26 Or App 717, 720, 554 P2s 630, *rev den*, 276 Or 555 (1976). Other remedies are not available to circumvent the review procedures established in the Act. *Bay River v. Envir. Quality Comm.*, *supra*, 26 Or App at 720.

There is no question that ODOT is an agency for the purposes of the Act. ORS 183.310(1) defines an "agency" as:

> " . . . any state board, commission, *department*, or division thereof, or officer authorized by law to make rules or to issue orders, except those in the legislative and judicial branches." (Emphasis added.)

At paragraph 2 of its Amended Complaint, plaintiff correctly identifies ODOT as a "department" of the State of Oregon.

ORS 183.310(5) defines an agency order as:

> "(a) 'Order' means any agency action expressed orally or in writing to a named person or named persons, other than employes, officers or members of an agency. 'Order' includes any agency determination or decision issued in connection with a contested case proceeding."

Plaintiff's Amended Complaint leaves no doubt that the agency took final action directed specifically to plaintiff and the sums of money it claimed. Plaintiff states at paragraph 10 of its Amended Complaint that "ODOT thereafter denied Groves' claim in its entirety." There can be little dispute that the denial action described falls within the statutory definition of an order.

The statutory scheme divides orders into orders in "contested cases" and "orders in other than contested cases." See ORS 183.310(2)(a), ORS 183.310(5)(a). The division functions to

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separate the paths to be taken by one seeking review of the order. See ORS 183.482 and ORS 183.484. The relevant statute defines a "contested case" as follows:

> "(2)(a) 'Contested case' means a proceeding before an agency:
>
> "(A) In which the individual legal rights, duties or privileges of specific parties are required by statute or Constitution to be determined only after an agency hearing at which such specific parties are entitled to appear and be heard;" ORS 183.310(2)(a)(A).

ODOT's order denying plaintiff's claims under the contract falls within the definition of a "contested case." Groves has a constitutional right based upon the due process clause of the Fourteenth Amendment to the United States Constitution to demand a hearing before the agency concerning its property right to compensation under the contract. See generally 16A Am Jur 2d Constitutional Law §§ 584, 592. Consequently, the agency order denying plaintiff's claim is subject to judicial review exclusively in the Court of Appeals because it meets the definition of an order in a contested case. Jurisdiction is exclusive in the Court of Appeals regardless of the kind of hearing actually held by the agency and regardless of the agency's failure to follow contested case procedures. Patton v. State Board of Higher Education, 293 Or 363, 366-367, 647 P2d 931 (1982). Plaintiff's claims filed in the Circuit Court for Multnomah County ought therefore to be dismissed because the court lacks jurisdiction over them.

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EXHIBIT D
PAGE 3 OF 3

DAVE FROHNMAYER
ATTORNEY GENERAL

WILLIAM F. GARY
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Justice Building
Salem, Oregon 97310
Telephone: (503) 378-6313

June 11, 1987

Robert Bothman, Deputy Director
Department of Transportation
135 Transportation Building
Salem, Oregon 97310

Re: Copenhagen Utilities & Construction, Inc. v. State
Multnomah County Circuit Court No. A8705-03364

Dear Mr. Bothman:

This is to inform you that the above-entitled matter has been filed in Multnomah County Circuit Court. Named defendants include the Department of Transportation. This matter concerns improper retention of liquidated damages in the sum of $8,100 plus interest due to delay in completion a claim for $292 for extra work to relocate a conduit; a claim for $115 for extra work to patch a sidewalk; a claim for $464.96 for extra work to raise a utility pole; and a claim for declaratory judgment regarding contract interpretation by the State.

I have assigned this case to Trial Attorney James Van Dyke, who will keep you apprised of significant developments in the case.

Sincerely,

John R. McCulloch, Jr.
Chief Counsel, Trial Division

JRM/jep

cc: Jack Sollis

RECEIVED
DOT DIRECTOR
JUN 12 '87
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

R. N. BOTHMAN

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

May 5, 1987

CON 5
#9627

White Buffalo Construction, Inc.
6653 Shaw Highway S.E.
Aumsville, OR 97325

Jack Sollis, Chief Counsel, asked that we send you a copy of our August 7, 1984 letter terminating Contract No. 9627 for the UPRR O'Xing (The Dalles)-Fifteen Mile Creek Project.

You are released of all obligations in connection with this contract.

/s/ Larry Rulien
Larry Rulien
State Highway Engineer

Enclosure

bc: Jack Sollis
C. O. Fredrickson
Ron Kleinschmit
Fran Neavoll

FKN:slp kkr
040

Form 734-3122 (1-87)

August 7, 1984 CON 5

White Buffalo Construction, Inc.
6653 Shaw Highway, SE
Aumsville, OR 97325

Updegraff-Gardner Insurance, Inc.
155 Pine Street, NE
Salem, OR 97303

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

UPRR O'Xing (The Dalles)-Fifteen Mile Creek
Contract No. 9627

The Transportation Commission at its meeting on July 31, 1984, accepted by certification that sufficient cause exists to terminate Contract No. 9627 in accord with Section 108.11 of the contract. Accordingly, you are hereby notified that this contract is terminated effective August 17, 1984.

Pursuant to Section 108.11 of the contract provisions, the corrective work for which you are responsible will be finished with all costs deducted from retainage.

This action is taken without prejudice to any other right or remedy available to the Transportation Commission relative to this contract.

R. S. Coulter
State Highway Engineer

bc: Fred Miller
R. W. Gormsen
Jack Sollis
W. B. Schwartz
C.O. Fredrickson
William Cloran
Dale Allen
Reid Meritt

(Construction) mk srm

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 6, 1987

In Reply Refer to
File No.:

#101470

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Wayne F. Cobine
Final Design Engineer

SUBJECT: UPRR O-Xing - Fifteen Mile Cr.
Columbia River Highway
Wasco County

The purpose of this project is to repair the deteriorated Portland Cement Concrete (P.C.C.) Surfacing. Work will consist of joint sealing and some full-depth panel replacements.

The P.C.C. paving in this section was done in 1966. Guardrail, concrete barrier and attenuators were brought up to then-current standards in 1976. A Roadside Inventory was not made in the field but review of the video log shows the guardrail and other safety appurtenances to be in good condition. The project is in guardrail for almost it's total length so there are few other items involved.

Since the scope of this project is very limited and our video log review shows no safety problems, we request your concurrence that further Roadside Inventory efforts are not required.

WFC:NH:tjs

Form 734-3122 (1-87)

jc

U. S. DEPARTMENT OF TRANS TATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-3(3)084

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Wasco

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 60146

6. TO

copy
$10,470

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE September 10, 1986

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER 2

10. GENERAL LOCATION:

UPRR U'Xing (The Dalles) Fifteen Mile Creek

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
*☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

TEC $11,450; Federal Funds $10,558

13. REMARKS

As requested by Mr. Potter's PEA dated August 26, 1986.

RECEIVED
STATE HWY ENGR
SEP 25 '86
REFER TO Potter
FOR

Inf	Inv	R/D	D/R	Sign	Act	File

Orig to
9/25

14. DATE 9/12/86

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

CON 5
9627

DATE: August 11, 1986

TO: Oregon Transportation Commission

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
UPRR O'Xing. (The Dalles)-Fifteen Mile Creek Section
Columbia River Highway, Wasco County
Contract No. 9627

This federal-aid Interstate joint repair project has been completed and it now appears that the final cost will exceed the project authorization by $197,000 or 60 percent.

The contract was cancelled on August 17, 1984, due to the failure of the contractor to properly perform under the terms and conditions of the contract. Costs incurred by State forces for performing corrective work required to complete the project are expected to be approximately $150,000.

A consultant engineering firm was engaged for inspection and analysis of the contract work performed to determine the need for corrective action. This extra work added nearly $3,800 to the cost of the project.

The contractor filed a lawsuit to recover additional costs alleged to have been incurred by him. Administrative costs and litigation fees required to defend against this claim exceeded $29,000. A countersuit resulted in a net recovery by the State in excess of $25,000.

Construction engineering charges incurred were more than the amount provided in the project authorization. The additional expenses were necessary to properly monitor, inspect and document the contract work, and to assist in the defense against the contractor's claim.

There are sufficient funds available in the category of work and all the increase, except $46,000, is eligible for federal participation. A portion of the ineligible amount will be offset by liquidated damages assessed against the contractor.

I recommend that the authorization be increased by $197,000 to a new total of $528,076.67. This matter will be on the consent calendar for the August 21 meeting.

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
D. D. Allen
George Bell

STATE OF OREGON

Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5
9627

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: August 11, 1986

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Request for Increase in Project Authorization
UPRR O'Xing. (The Dalles)-Fifteen Mile Creek Section
Columbia River Highway, Wasco County
Contract No. 9627

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Construction engineering charges incurred were more than the amount provided in the project authorization. The additional expenses were necessary to properly monitor, inspect and document the contract work, and to assist in the defense against the contractor's claim.

There are sufficient funds available in the category of work and all the increase, except $46,000, is eligible for federal participation. A portion of the ineligible amount will be offset by liquidated damages assessed against the contractor.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $197,000. Also Attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:mk

Attach.

cc: D. D. Allen Reid Meritt B. M. Walton W. F. Cobine

81-125-1387

9627

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
%W. Reid Meritt
Project Manager
3313 N. E. Frontage Road
The Dalles, OR 97058

In Reply Refer to
File No.:
CON 5
9627

July 11, 1986

Tenneson Engineering Corp.
409 Lincoln Street
The Dalles, OR 97058

Re: Personal Service Contract 8250

ATTENTION: Donald J. Branton

Dear Sirs:

Because of the State's involvement in litigation with the contractor, White Buffalo Construction, Inc., on Contract No. 9627, your work under Person Service Contract No. 8250 was delayed.

This in confirmation that under Section 2b. of Personal Service Contract No. 8250, the ending date for delivery schedule is revised to September 1, 1986, in lieu of June 1, 1986.

Respectfully,

W. Reid Meritt

W. Reid Meritt
Project Manager

cc: Larry Rulien
- E. S. Hunter
- C. O. Fredrickson
- Dale D. Allen
- Jack L. Sollis
- Anna McNeil,
  General Service Dept.
- file

EIVED
HWY ENGR
JUL 14 '86
REFER TO
Info Inves R/D

N

Project Prospectus
Part 4 - Survey Authority

KEY 02948

Section UPRR O'XING - 15 MILE CREEK
Highway COLUMBIA RIVER   Hwy No. 0002   Region 4
County WASCO   Co. No. 33

#10, 470 Authorization No. 01   PE EA NO C0331956   Date 30JUN86

		ORG UNIT	EST COST	CURRENT AUTH			ORG UNIT	EST COST	CURRENT AUTH
900	PROJECT	8021	2000	2000	914	UTILITY	7783	0	0
	ENGRING		0	0		LIAISON		0	0
	FLD OFF		0	0	915	LNDSCPE	7114	0	0
901	OTHER	N/A	0	0	916	PHOTO	7142	0	0
	FLD OFF	N/A	0	0	917	INVNEED		0	0
902	CITIZNS	N/A	0	0	920	PROGRAM	0600	200	200
903	FNL DES	74	0	0	921	SPECS	7200	2500	2500
	BRIDGE	74	0	0	923	ENVIR	7500	200	200
	FNDTN		0	0		STUDIES	75	0	0
904	PRELIM	7112	0	0			75	0	0
	DESIGN		0	0				0	0
905	FNL DES	7300	2000	2000	925	AIR MON	7510	0	0
906	REDESIG	73	0	0	927	FREE BR	74	0	0
907	TPDTDES	7331	750	750		DESIGN	74	0	0
908	FLD TST	8021	0	0	929	BR SPEC	7200	0	0
909	R/W DES	7111	0	0	933	BAS DES	7141	2000	2000
910	R/W MAP	7111	0	0	934	GEO TEC	7120	0	0
911	SIGN	7621	300	300	937	HYDRAUL	7143	0	0
	AND	76	0	0	949	SYS STD	N/A	0	0
	SIGNAL	76	0	0	960	PROSPEC	7144	100	100
	DESIGN		0	0	961	HEARING	7113	0	0
912	RR MAPS	73	0	0	962	RECON	71	0	0
913	RW LIA		0	0	963	REV SVY	7113	1000	1000
980	PUBLIC				964	PREPARE			
	HEARING	N/A	0	0		PERMITS	7000	300	300
050	AUDIT	0500	0	0	020	TRAIN	N/A	100	100

TOTALS	11450	11450
PREV AUTH		0
ADD. AUTH REQ		0

R/W EA
PE Funding
FA PROJ NUM IR-84-3(3)084

Remarks: TO PREPARE PLANS SPECIFICATIONS AND COST ESTIMATE

Prepared By S. SPECHT	Date X	Appr Asst Engr E.S.HUNTER	Date 25JUL86
Region Engineer D. ALLEN	Date 03JAN86	Approved O. T. C.	Date 22JUL86
Location Engineer BOB POOL / Dal	Date 24JUL86	Appr FHWA	Date 10SEP86

PROJECT PROSPECTUS

PART 1 — PROJ. REQUEST (PAGE 1 of 2)

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION UPRR U'Xing (The Dalles) - Fifteenmile Creek (W. Bnd. Lanes)	REGION 4

STATE HIGHWAY # 2	HIGHWAY NAME Columbia River	MILE POST FROM 84.31 TO 88.08	LENGTH 3.77
☐ URBAN ☒ RURAL	CITY	COUNTY Wasco	ROAD/STREET NAME
ROUTE # I-84	FEDERAL AID # I-84	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 23	GRADING (✓)		FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	0
ROADWAY	$ 254		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 87		Conc. Joint Repair	x	RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
ENGINEERING & CONTINGENCIES	$ 136		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 477	WORK TYPE (1-12)	12	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 500				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE QUARTER/PROGRAM YR. 4/ 86	RECOMMENDED FUNDING SOURCE I-4R

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	12,400	
YEAR OF AVERAGE DAILY TRAFFIC	1984	

DEFINE THE PROBLEM

The transverse joints (61.5 ft.) are spauling and breaking up. The longitudinal joints between the P.C.C. pavement and the A.C. shoulders have widened and are breaking up.

PROPOSED SOLUTION

Repair both transverse and longitudinal joints.

REQUESTED REGION ENGINEER X	DATE 1-3-86			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (6-85)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (PAGE 2 of 2)

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION UPRR U'Xing (The Dalles) - Fifteenmile Creek (WB Lanes)	REGION 4

PROJECT JUSTIFICATION

A previous contract, #9627, April 19, 1983, was to repair both eastbound and westbound lanes within this section. The contract was cancelled before the work began on the westbound lanes.

ADMINISTRATION RECOMMENDATION

734-1911 (6-85)

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: UPRR U'Xing (The Dalles)-Fifteenmile Creek (WB Lanes)

REGION: 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY				UTILITIES	N	(LIST BELOW)
ACQUISITIONS		RELOCATIONS		COMPANIES		
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)			
0	0	0	0			

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	Y	DESIGN SPEED SS	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
						12	12		12	12						
						12	12		12	12						

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Joint repair only, 24-foot wide, WB only					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 7/24/86

734-1912 (7-82)

9627

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

April 10, 1986

In Reply Refer to
File No.:
CON 3

White Buffalo Construction
6653 Shaw Hwy. SE
Aumsville, OR 97325

Attention: J. Clevenger

RE: UPRR O'Xing (The Dalles) Fifteen Mile Creek
FAP No. IR-84-3(2)82
Contract No. 9627
Request for Hearing on Labor Violations

Your request for a formal hearing has been denied by the Federal Highway Administration. The basis for the denial is that "an appeal to the Secretary of Labor for a hearing under the provisions of Section 5.11 (b) of 29 CFR is not appropriate. Only disputes involving 'significant sums of money, large groups of employees, or novel or unusual situations' are appropriate appeal issues." Your case does not meet any of the above requirements.

Please take the necessary measures to correct the underpayments involved in this matter.

J. L. Widmer
EEO, MBE, and Labor Compliance Officer

bc: Dale E. Wilken, FHWA
Larry Rulien ✓
Jack Sollis w/attach.
Dale Allen
Reid Merritt w/attach.
Bill Cloran w/attach.
04102s

RECEIVED
STATE HWY ENGR
APR 11 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

96-7

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

April 7, 1986
IN REPLY REFER TO
HFO.1-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IR-84-3(2)82
UPRR O'Xing (The Dalles) Fifteen Mile Cr.
Contract No. 9627
Labor Violation

By April 1, 1986 memorandum Mr. Widmer requested a hearing on White Buffalo Construction's underpayment of prevailing wages on the above project. This request was initiated by J. Clevenger's March 19, 1986 memorandum to Mr. Widmer.

We have carefully reviewed this matter and find an appeal to the Secretary of Labor for a hearing under the provisions of Section 5.11 (b) of 29 CFR is not appropriate. Only disputes involving "significant sums of money, large groups of employees, or novel or unusual situations" are appropriate appeal issues. The White Buffalo case involving less than $600.00 in underpayments of contract wages certainly does not meet any of the above requirements.

Please advise White Buffalo Construction of our decision in this matter and then take necessary measures to correct underpayments prior to finalization of this contract.

Sincerely yours,

Dale E. Wilken

Dale E. Wilken
Division Administrator

cc:
OSHD (J. L. Widmer, EEO, MBE & Labor Comp)
OSHD (G. A. Potter, Program)

WES
TAA
Orig to
4/10

RECEIVED
HWY ENGR
APR 8 '86
REFER TO
Fredrickson
Info ✓
R/D

9627

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

RECEIVED
STAT HWY ENGR
JUN 11 '86
REFER TO
FOR
Info Inves N/D D/R Sign Act File

In Reply Refer to File No.:

CON 5
9627

DATE: March 31, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

NOTED
E. S. HUNTER

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-84-3(2)82

Contract 9627, Work Completed 11-10-83 (Termination)

Project UPRR O'Xing (The Dalles)-Fifteen Mile Cr.

Highway Columbia River

County Wasco

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date June 5, 1986

G. K. Hassner
Dale E. Wilken
Division Administrator

BMW:kjm

cc: E. S. Hunter
C. O. Fredrickson
Dale Allen
B. M. Walton

CPC/FL4

Acceptance is made based on the corrective and other work done by State Forces. Costs associated with the State Force work should be charged to the contractor in proportion to the contractor's responsibility for this work.

RECEIVED
APR 02 1986

734-2023 (2-85)

#9627

N

STATE OF OREGON

INTEROFFICE MEMO

TO: John R. McCulloch, Jr.
Chief Trial Counsel

DATE: March 25, 198

RECEIVED
MAR 27 1986
LEGAL

RECEIVED
STATE HWY ENGR
APR 3 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FROM: William F. Cloran
Assistant Attorney General

SUBJECT: White Buffalo v. State of Oregon
Marion County Circuit Court Case No. 148890
File No. 125-073-L16698

NOTED
W. E. SCHWARTZ

CLOSING REPORT

Introduction

Litigation in this matter was filed in the Spring of 1984. Ten separate claims were brought by a construction contractor on The Dalles 15 Mile Creek pavement rehabilitation job. The contract was eventually defaulted when the contractor refused to return in the Spring and Summer of 1984 to perform required rehabilitation work. Trial of the matter commenced on January 23, 1986 and was concluded on February 27. The jury returned verdicts for the plaintiff in the amount of $10,000 on plaintiff's first claim and $4,377.24 on plaintiff's related sixth claim. A verdict in the amount of $39,727.04 was returned for the State on the State's counterclaim.

Discovery and Motion Practice

Extensive time was consumed in readying this case for trial. Motion practice was successful in reducing plaintiff's claims from $635,000 to $435,000 plus interest prior to trial. On the eve of trial, a subsequent reduction to approximately $300,000 was made. Defendant counterclaimed in the amount of $200,000. At the conclusion of trial, plaintiff's claim was reduced to $151,027.56 by the court as the result of the allowance of motions for directed verdict and motions to strike. Defendant's counterclaim was reduced to $83,888.66.

Discovery included the examination of documents and the taking of depositions. Extensive computer litigation support was used not only to index documents to prepare for depositions, but to construct time lines and sort by issue for trial. This represented two new applications for the D-Base III program previously used in the Hoffman Construction and Morse Bros. cases. Some experimentation with computer-generated deposition summaries was used and shows promise both in the ability to cross-index issues and documents across depositions and to extract time sequences.

Trial

Trial of the case consumed 1-1/2 weeks in January and virtually the entire month of February. Plaintiff experienced considerable difficulty in presenting its case in an orderly fashion. The witness list grew from 9 to 15 as the trial progressed and plaintiff consumed 4 weeks rather than the 6 days anticipated. A portion of the problem was generated by the court's refusal to limit evidence and to confine plaintiff narrowly to the pleadings. Defendant's case on the other hand took 4-1/2 days to present and was limited to 8 witnesses in lieu of the 9 originally anticipated.

Summary

It is a rare occasion when the owner prevails in a construction case that proceeds to litigation. Rarer still for the owner to recover on a counterclaim an amount exceeding that awarded to the plaintiff. In this sense, the White Buffalo trial was a substantial victory. The 5 weeks consumed in trial are another matter. A trial of this length taxes the resources of all concerned and substantially affects the morale of the participants. It is doubly fortunate that we prevailed. Costs attributed to defense of this action should be apportioned 1/3 to the Risk Management fund for defense of the tort claims and 2/3 to the Highway Division.

WFC/jep

cc: Dave Frohnmayer
William F. Gary
Kendall Barnes
Risk Management
Highway Division

91-37

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: UPRR O'xing (The Dalles) - Fifteenmile Creek	WEEK ENDING: January 4, 1986	SECTION PREFIX: C09627
HIGHWAY: Columbia River	COUNTY: Wasco	
NAME OF JOB: UPRR O'xing (The Dalles) - Fifteenmile Creek	KIND OF WORK: Joint Repair	
CONTRACTOR: White Buffalo Construction	CONTRACT NUMBER: 9627	FEDERAL AID PROJECT NUMBER: IR-84-3(2)82
DATE OF CONTRACT: April 9, 1983	DATE WORK STARTED: June 13, 1983	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 157 CD	WORK DAYS USED: CALENDAR DAYS USED: 192
PROJECT AUTHORIZATION: $ 331,076.67	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 122
EXCLUSIVE OF ENGINEERING: $ 304,823.89	ENGINEERING AUTHORIZATION: $ 26,252.78	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 348,594.10	ENGINEERING COST TO DATE: $ 100,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 135
ESTIMATED PERCENT: OVERRUN UNDERRUN 35.5 %	PERCENT OF AUTHORIZATION: 380.9 %	DATE PROJECT WAS COMPLETED: November 21, 1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

Pavement Patching	Transverse Joint Sealing	Longitudinal Joint Sealing
100	100	100

	Pavement Patching	Trans. Joint	Longit. Joint	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.74	3.74	3.74		
MILES PARTIALLY COMPLETED					
MILES COMPLETED	3.74	3.74	3.74		
TOTAL ESTIMATED QUANTITIES (CONTRACT)	12000 SF	14750 LF	14.000 MI		
TOTAL QUANTITIES CORRECTED TO DATE	10017 SF	7044 LF	5.570 MI		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	10017 SF	7044 LF	5.570 MI		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 29	Cldy - Cold	0		
MONDAY 30	Cldy - Cold	0		
TUESDAY 31	Cldy - Cold	0		
WEDNESDAY 01	Cldy - Cold	0		
THURSDAY 02	Cldy - Cold	0		
FRIDAY 27	Cldy - Cold	0		
SATURDAY 28	Cldy - Cold	0		

RECEIVED
JAN 3 1986
CONSTRUCTION SECTION
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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

29 SUNDAY	No activity.
30 MONDAY	No activity.
31 TUESDAY	No activity.
01 WEDNESDAY	No activity.
02 THURSDAY	No activity.
27 FRIDAY	No activity.
28 SATURDAY	No activity.

REMARKS

This Week: Semifinal estimate and related data submitted through Region 4 on January 2, 1986.

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*                            *
*  F I N A L   R E P O R T   *
*                            *
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SIGNED W. Reid Meritt, Project Manager LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

9

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

September 6, 198~~4~~5
IN REPLY REFER TO
HFO.8-OR

#10,470

Mr. E. S. Hunter
Acting State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Dear Mr. Hunter:

Oregon Project IR-84-3(2)82
UPRR O'Xing - Fifteen Mile Creek Section
Consultant Services

As requested by Mr. Fredrickson's letter of August 30, 1985, this will confirm the advance approval date of April 29, 1985 to proceed with the personal service contract to provide for additional monitoring and inspection work on the subject project

Sincerely yours,

G. K. H
for Dale E. Wilken
Division Administrator

cc:
OSHD (G. Potter, Prog)
OSHD (C. O. Fredrickson, Const)
OSHD (D. Hacek, Acctg)
OSHD (O. B. Jackmond, Const).

RECEIVED
STATE HWY ENGR
SEP -9 '85
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Cy Bothman
Schwartz
9/9/85
cm

May 14, 1985

Tenneson Engineering Corporation
409 Lincoln Street
The Dalles, OR 97058

CON

MISC. CONTRACTS and
AGREEMENTS No. 825

Gentlemen or Ladies:

Attached for your records is a fully executed copy of a personal service contract for additional inspection and analysis of the White Buffalo contract paving work on the Columbia River Highway.

We have retained a fully executed copy of this contract for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Jack Sollis (contract att.)
George Hopkins "
Gary Potter Attn: Ed Marges

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the item listed below and report this action for your official records:

1) On April 30, 1985, approved a personal service contract with Tenneson Engineering Corporation for additional inspection and analysis of the White Buffalo paving work on the Columbia River Highway, Wasco County. The contract will be for 18 months and will not exceed $15,000. (Authorized the State Highway Engineer to sign necessary contract).

Dated this 13 day of May, 1985

Anthony Yturri
Anthony Yturri, Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
Date 5/6/85

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC

TO: Ron Kleinschmit
Contract Claims Coordinator

DATE: April 30, 1985

FROM: Bob Pool
Location Engineer

SUBJECT: Second Amended Complaint
White Buffalo Construction, Inc.

Listed below are my comments on the second Amended Complaint. The item numbers correspond with the paragraph numbers in the complaint.

6. The statement that approximately 80% of the concrete patches installed by the plaintiff required at least some over-depth chipping in excess of 4 inches, is not true. I would estimate that perhaps 5% of the patches require chipping in excess of 4 inches deep.

11. We offered to pay the contractor's increased sawing and chipping costs. However, he would not agree to reasonable payment.

13. Computations made by Reid Meritt would indicate that the increase in cost due to hitting the steel was substantially less than the $20.69 per square foot indicated by White Buffalo.

18. This statement is in error. We never required the joint seal to be installed in one continuous piece. We did, however tell him that if it was installed in two pieces, it would have to be glued at the center in a manner that is recommended by the joint seal manufacturer.

19. These statements are also in error. Initially, the contractor planned on installing the joint seals in two sections. The installation work, for the most part, was sloppy and much of it was not acceptable. When he finally learned how to do a satisfactory job of installing the seals, he chose to do it in one continuous piece, and the work went very quickly. He had a minimum problem with the one piece installations.

23. This statement is in error. Many of the concrete patches were more than 1/4-inch high.

28. Contractor's interpretation of the standard specifications requiring illumination from 4 flaggers is incorrect. Illumination of flagger stations at night was clearly required.

47. The quantity and character of the work was not radically changed because the contractor encountered reinforcing steel. Refer to time studies done by Reid Meritt.

RP:df ja

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

WHITE BUFFALO CONSTRUCTION, INC., an Oregon corporation, Plaintiff, v. STATE OF OREGON, acting by and through its TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, Defendant.	Case No. 148890 SECOND AMENDED COMPLAINT (Breach of Contract: Tort Claim Under ORS 30.275)

For its complaint, plaintiff alleges as follows:

FIRST CLAIM FOR RELIEF

(Breach of Contract, Extra Work)

1. Plaintiff is a corporation duly qualified and authorized to transact business in Oregon.

2. In about March, 1983, defendant enlisted sealed competitive bids for a public improvement consisting of repairing and resealing concrete joints on the Columbia River Highway in Wasco County, Oregon (hereinafter referred to as "the project").

3. Plaintiff submitted the low, responsive, responsible bid to defendant's invitation, and was awarded Contract No. 9627 (hereinafter referred to as "the contract"). Plaintiff commenced work on the project during May, 1983, and performed work thereafter until approximately November 16, 1983. Plaintiff has fully performed all conditions required on its part to be performed under the contract.

4. The contract contained and incorporated the plans

and specifications prepared by defendant, which defendant warranted to be adequate, accurate, complete, workable and suitable for the purpose and which, if followed, would result in a satisfactory and acceptable product.

5. The contract documents called for plaintiff to saw, chip, and remove 2 to 4 inches of damaged concrete at various transverse joints. The contract drawings and specifications make no mention nor do they show any steel mat or steel dowels above 4 inches below the surface of the existing concrete.

6. Section 104.04 of the contract specifically contemplated that extra work would be required to chip-out damaged concrete occurring below 4 inches in depth in some spots. Approximately 80 percent of the concrete patches installed by plaintiff required at least some over-depth chipping in excess of 4 inches, which defendant directed plaintiff to chip out.

7. Prior to bid, both the plaintiff and defendant interpreted the plans to indicate that there would be no steel mat nor dowels encountered above 4 inches from the existing surface. Prior to bid, the defendant's authorized representative, resident engineer Reid Merritt, specifically told plaintiff that there would be no steel mat or dowels located above 4 inches below the existing surface.

8. The pre-bid interpretation of plaintiff and defendant was confirmed by defendant's authorized representative, Reid Merritt, after plaintiff entered into the contract but prior

to construction.

9. During the course of construction, defendant interpreted the duties of the plaintiff as having been increased by reason of plaintiff's encountering substantial quantities of steel mat and dowels above 4 inches below the existing surface.

10. Defendant offered to pay plaintiff certain sums for its increased concrete sawing costs by reason of encountering the steel mat and dowels.

11. Defendant has failed to pay for plaintiff's increased sawing costs as a result of encountering the steel mat and dowels, and has wrongfully refused to pay plaintiff's extra costs resulting from the extra concrete chipping required.

12. Plaintiff suffered further damages for inefficiencies by reason of the extra work resulting from encountering the steel mat and dowels and defendant's directions to continue sawing through the dowels and steel mat.

13. Plaintiff's original bid was $9.10 per square foot for the chipping and sawing of the concrete in the patch areas. This $9.10 per square foot was a reasonable bid. Due to the extra work as alleged above, plaintiff's sawing and chipping costs increased to $20.69 per square foot.

14. Plaintiff actually performed not less than 10,016.7 square feet of chipping and sawing, and is entitled to recover for the extra work as alleged above the sum of $207,245.52, less a credit of $91,141.97 for amounts already paid, plus interest at the rate of 1.5% per month until paid.

15. Plaintiff put defendant on notice of his claim for extra work costs by letter of June 27, 1983. This notice complied with the contract provisions for notice.

SECOND CLAIM FOR RELIEF

(Breach of Contract, Extra Work)

16. Plaintiff realleges and incorporates paragraphs 1 through 4.

17. Section 104.05 of the contract required that one lane of traffic be kept open at all times. The contract, therefore, contemplates discontinuous installation of the transverse joint seals.

18. During performance of the contract, defendant required plaintiff to install each preformed transverse joint sealer in one continuous piece. This method of installation was not contemplated by the contract documents.

19. Plaintiff requested that defendant allow it to close both lanes of traffic or to divert traffic in order to install each transverse joint seal in one continuous piece, as directed by defendant. Defendant unreasonably refused this request, and plaintiff had to use extraordinary efforts and methods to avoid the traffic in the open lane in order to install the preformed transverse joint seals in one continuous piece as directed by defendant.

20. Plaintiff bid the installation of the transverse joint seals at $3.25 per linear foot. As a result of the extra work directed by defendant, plaintiff's costs increased to $5.91

per linear foot. Plaintiff installed not less than 7044 feet of transverse joint seals, and is entitled to recover the sum of $41,630.04, less a credit of $22,893.00 for amounts already paid, plus interest at the rate of 1.5% per month until paid.

21. Plaintiff gave notice to defendant of his claim for extra costs resulting from this extra work by letter of June 27, 1983. This notice complied with the contract provisions for notice.

THIRD CLAIM FOR RELIEF

(Breach of Contract, Extra Work)

22. Plaintiff realleges and incorporates paragraphs 1 through 4.

23. The concrete patches placed by plaintiff were within 1/4 inch of matching the level of the existing concrete and met all the contract requirements.

24. By letters of September 22 and 27, 1983, defendant required plaintiff to return and grind the concrete patches. This work constituted extra work under the terms of the contract.

25. Plaintiff is entitled to recover $13,868.95 by reason of this extra work, plus interest at the rate of 1.5% per month until paid.

FOURTH CLAIM FOR RELIEF

(Breach of Contract, Extra Work)

26. Plaintiff realleges and incorporates paragraphs 1 through 3.

27. The contract required that plaintiff provide

flaggers to alert traffic to the highway construction.

28. Section 111.03 of the Standard Specifications of the contract did not require plaintiff to light the flaggers by means of artificial illumination at night, but gave plaintiff the option of equipping the flagmen with visible hand lights at night.

29. Despite the fact that plaintiff equipped the night flaggers with visible hand lights, defendant required plaintiff to also provide artificial illumination for the flaggers at nighttime, and this requirement constitutes extra work under the terms of the contract.

30. Plaintiff is entitled to recover $8,214.08 by reason of this extra work, plus interest at the rate of 1.5% per month until paid.

31. By letter of August 20, 1983, plaintiff gave defendant notice of its intent to claim for the extra costs associated with this extra work. This notice complied with the contract provisions requiring notice.

FIFTH CLAIM FOR RELIEF

(Breach of Contract, Unpaid Flagging)

32. Plaintiff realleges and incorporates paragraphs 1 through 3.

33. Plaintiff's bid included a bid price of $25.35 per hour for Bid Item No. 7, "Flagmen."

34. Plaintiff provided 648 hours of flagging protection for which defendant has refused to make payment.

35. Plaintiff is entitled to recover under the terms of the contract the sum of $16,426.80 for the unpaid flagging, plus interest at the rate of 1.5% per month until paid.

SIXTH CLAIM FOR RELIEF

(Breach of Contract, Unpaid Contract Balance)

36. Plaintiff realleges and incorporates paragraphs 1 through 3.

37. Defendant has recognized that plaintiff performed work which had a contract value of not less than $257,230.92. Defendant has paid plaintiff only $239,381.87, leaving an amount due to plaintiff, in addition to its claims for extra work and unpaid unit price quantities, of $17,849.05, plus interest at the rate of 1.5% per month until paid.

SEVENTH CLAIM FOR RELIEF

(Temporary Protection and Direction of Traffic)

38. Plaintiff realleges and incorporates paragraphs 1 - 12.

39. Plaintiff submitted its bid of $9,150 for contract bid item number 2, "Temporary Protection and Direction of Traffic:, based on its reasonable estimate of ten weeks of construction to perform the project.

40. As a result of the extra work alleged above, plaintiff's construction period extended to 20 weeks, and plaintiff is entitled to recover an additional $9,150.00, plus interest at the rate of 18% per annum until paid, by virtue of the extra temporary protection and direction of traffic which was

required over and above what was originally contemplated.

EIGHTH CLAIM FOR RELIEF

(Breach of Contract, Unpaid Barricade Protection)

To the extent that plaintiff does not recover these costs from its FIRST CLAIM, this EIGHTH CLAIM FOR RELIEF is presented in the alternative.

41. Plaintiff realleges and incorporates paragraphs 1 through 3.

42. Plaintiff bid a price of $55.00 each for Bid Item No. 4, "Temporary Barricades."

43. Under the terms of Section 111.84 of the Standard Specifications for the contract, plaintiff is entitled to be paid at the unit price of $55.00 for each initial installation of the barricades at each location on the project.

44. Despite demand, defendant has refused to pay plaintiff for a total of 488 initial barricade locations and for barricades which were destroyed by traffic. Plaintiff is therefore entitled to recover the sum of $26,840.00 from defendant for unpaid barricade protection pursuant to the unit prices of the contract, plus interest at the rate of 1.5% per month until paid.

NINTH CLAIM FOR RELIEF

(Quantum Meruit)

45. In the alternative to claims One through Eight, plaintiff realleges and incorporates paragraphs 1 through 5, and 7 through 9.

46. As a result of plaintiff's encountering substantial quantities of steel mat and dowels, defendant breached his contract with plaintiff by failing to discharge his contractual obligation to provide workable plans and drawings by which plaintiff could perform the construction of the project.

47. Defendant's breach of the contract obstructed plaintiff's work, greatly increasing the cost thereof to plaintiff. By reason of encountering the unexpected steel mat and dowels in the area of the saw cutting and chipping, the quantity, character, nature and cost of the work was changed radically from that originally contemplated by the contract.

48. Defendant is obligated to pay to plaintiff the reasonable value of the services, labor, materials and equipment used in performing the work which resulted from the unforeseen and seriously burdensome conditions imposed by defendant which obstructed, and impeded plaintiff's performance of its work, greatly increasing the cost thereof.

49. By reason of defendant's breach of the contract, the terms of the written document between the parties should be disregarded to the extent that the work was changed and the difficulty, nature and amount of work increased, and a new contract for the reasonable value of the services implied.

50. Plaintiff performed labor, provided materials and equipment at the request of defendant and for defendant's benefit with the reasonable value of $457,580.39, of which $239,381.87 has been paid, leaving the sum of $218,198.52 due and owing to

plaintiff.

TENTH CLAIM FOR RELIEF

(Tortious Interference With Contractual Relations)

51. In addition to claims One through Nine plaintiff realleges the allegations of paragraphs 1 through 3.

52. Beginning in or about May, 1983, plaintiff entered into subcontracts with persons and entities to perform portions of the work called for in the contract. Defendant was at all times aware of the existence of these subcontracts.

53. During the course of construction and occurring on approximately August 8, 1983, and continuously thereafter, defendant and its individual employees and agents, with improper motive and by improper means, intentionally interfered with the contractual relationships between plaintiff and its subcontractors and employees, which interference included direct dealings and negotiations by defendant with plaintiff's subcontractors with respect to the costs of extra work and change orders, and directing the work of plaintiff's subcontractors, all of which interference damaged, hampered, hindered and interfered with plaintiff's contractual relationships and with plaintiff's work under the contract.

54. As a direct and proximate result of defendant's wrongful conduct, plaintiff has sustained damages in the amount of $100,000.00.

55. As required by the provisions of ORS 30.275, plaintiff properly gave notice of the aforesaid conduct and its

claim within the statutorily required time frames.

56. Plaintiff has performed all of its obligations and is entitled to bring this action, pursuant to the provisions of ORS Chapter 30.

WHEREFORE, plaintiff prays for judgment against defendant as follows:

1. On its FIRST CLAIM FOR RELIEF, for the sum of not less than $116,103.55, plus interest at 18% per annum from the date said sum was due, until paid;

2. On its SECOND CLAIM FOR RELIEF, in addition to the sums prayed for above, for the sum of not less than $18,737.04, plus interest at 18% per annum from the date said sum was due, until paid;

3. On its THIRD CLAIM FOR RELIEF, in addition to the sums prayed for above, for the sum of $13,868.95, plus interest at 18% per annum from the date said sum was due, until paid;

4. On its FOURTH CLAIM FOR RELIEF, in addition to the sums prayed for above, for the sum of $8,214.08, plus interest at 18% per annum from the date said sum was due, until paid;

5. On its FIFTH CLAIM FOR RELIEF, in addition to the sums prayed for above, for the sum of $16,426.80, plus interest at 18% per annum from the date said sum was due, until paid;

6. On its SIXTH CLAIM FOR RELIEF, in addition to the sums prayed for above, for the sum of $17,849.05, plus interest at 18% per annum from the date said sum was due, until paid;

7. On its SEVENTH CLAIM FOR RELIEF, in addition to

the sums prayed for above, for the sum of $9,150.00, plus interest at 18% per annum from the date said sum was due until paid;

8. On its EIGHTH CLAIM FOR RELIEF, to the extent that this amount is not recovered in plaintiff's FIRST CLAIM FOR RELIEF, for the sum of $26,840.00, plus interest at 18% per annum from the date said sum was due, until paid;

9. On its NINTH CLAIM FOR RELIEF, in the alternative to the sums prayed for above, for the sum of $218,198.52;

10. On its TENTH CLAIM FOR RELIEF, in addition to the sums prayed for above, for the sum of $100,000.00, and

11. For plaintiff's costs and disbursements incurred herein.

ALLEN & YAZBECK

JOSEPH A. YAZBECK, JR., OSB# 77400
Of Attorneys for Plaintiff

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

Wasco Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID#	02919
SECTION	UPRR O'Xing (The Dalles)--Fifteen Mile Creek
REGION	4

Hwy#2 SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 633-1453	DATE 4-8-85

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		50	935 SOILS		
904 CONSULTANT		12,000	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 22,050
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

Analyze the results of a recent PCC joint repair project.

1 RDE
C4 FDE
LE
C4 SE
4 FPC JRM
2 PDE
LFE
GTE
3 Edwards E

RECEIVED
MAY - 6 1985
ROAD DESIGN SECTION

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PREPARED BY	DATE 4/8/85	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE /8/85	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 4-26-85
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02919

SECTION UPRR O'Xing (The Dalles)--Fifteen Mile Creek			REGION 4
STATE HIGHWAY # 2	HIGHWAY NAME Columbia River	MILE POST FROM 84.31 TO 88.04	LENGTH 3.73 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Wasco	ROAD/STREET NAME
ROUTE # I-84	FEDERAL AID # I-84	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 17.
RIGHT OF WAY		$
ROADWAY	$	SURVEY & STUDY of P.C.C. JOINT REPAIR
STRUCTURES	$	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 5.	
	$	
40% ENGINEERING & CONTINGENCIES	$	
TOTAL CONSTRUCTION		$
TOTAL ESTIMATE		$ 22.

PROJECT DATA	
GRADING (✓)	
PAVING (✓)	
STRUCTURES (✓)	
SIGNING (✓)	
SIGNALS (✓)	
ILLUMINATION (✓)	
PCC Joint Repair	
ENVIRONMENTAL CLASS (1,2,3)	N/A
DESIGN CATEGORY (1-7)	N/A
WORK TYPE (1-12)	N/A

RIGHT OF WAY	
FILES (#)	0
ACRES (#)	0
RELOCATIONS (#)	0
WORK BY STATE/CONSULTANT/APPLICANT	
PRELIMINARY ENGINEERING (S,C,A)	S
CONSTRUCTION ENGINEERING (S,C,A)	N/A
RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A

CONSTRUCTION BY

☐ CONTRACT
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE
☐ OTHER

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4/85	RECOMMENDED FUNDING SOURCE STATE	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)		
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC		
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Analyze the results of a recent P.C.C. joint repair project.

PROPOSED SOLUTION

Inventory the P.C.C. pavement (State Forces); study the joint condition (Consultant); provide traffic control (State Forces).

REQUESTED, REGION ENGINEER X	DATE 4/8/85			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1811 (7-83)

PROJEC PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION UPRR O'Xing (The Dalles)--Fifteen Mile Creek	KEY ID # 02919 REGION 4

PROJECT JUSTIFICATION

Joint Review Committee has deemed the study necessary to evaluate this particular project in order to determine future corrections, if any, and to provide information for future projects of similar nature.

ADMINISTRATION RECOMMENDATION

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318

CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: April 11, 1985

FROM: C. O. Fredrickson, P.E.
Construction Engineer

SUBJECT: UPRR O'Xing. (The Dalles) - Fifteen Mile Creek
Columbia River Highway
Contract No. 9627

The subject contract was cancelled on August 17, 1984 due to the failure of the contractor, White Buffalo Construction, Inc., to properly perform under the terms and conditions of the contract.

We obtained your approval on September 20, 1984 to enter into a personal services contract with Tenneson Engineering Corporation to review, analyze the problem and assign responsibility for corrective measures necessary to correct substandard work which had been performed by the contractor.

In performing the survey the consultant developed rather extensive and detailed records of the pavement condition at the joints. A field inspection was made of these joint repairs and the pavement condition in general last week. It was the consensus of the inspection committee that a minimum of 3 follow-up inspections be made at 6 month intervals starting in April, 1985.

I am requesting permission to hire Tenneson Engineering Corp. to perform this continuing survey because of their unique knowledge of this specific project and their availability and close proximity to the project.

I am requesting that this be judged a single source under the provisions of Paragraph 734-15-015(3) of Oregon Administrative Rules, Chapter 734, Division 15.

This engineering contract work will not exceed $15,000.

COF:GH:mk

cc: Gary Potter

04111M

NOTED
W. E. SCHWARTZ

Approved

RECEIVED
STATE HWY ENGR
APR 12 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

orig to Fredrickson
4-15-85
Rw.

81-125-1387

E. S. Hunter

STATE OF OREGON

RECEIVED
STATE HWY ENGR
APR 17 '85
REFER TO

FOR
Info	Inves	R/D	D/R	Sign	Act	File

INTEROFFICE MEMO

TO: FILE

DATE: March 20, 1985

FROM: Steve Macnab
Steve Macnab
Region 4 Operations Engineer

SUBJECT: UPRR O'Xing--Fifteenmile Creek(The Dalles) Joint Repair Inspection

Cont. #10,470

This morning an inspection team consisting of Bill Quinn, Dave Carter, Reid Meritt, and myself met in The Dalles to do a semiannual inspection of the subject PCC Joint Repair Project. Also, accompanying us on the inspection was George Hopkins representing the Construction Office.

The purpose of this field review was to evaluate the integrity of the eastbound construction joints repaired by contract, and to determine if additional work is needed in the immediate future. In addition, we wanted to evaluate the westbound section, which was not repaired under the contract, to determine what repairs may be needed. During a meeting preceding the field review, we discussed the data needed to make a reasonable evaluation of this section of concrete pavement.

We felt that Tenneson Engineering Co. needed to do semiannual follow up evaluations in the field to determine the extent of progressive delamination of the joints in the eastbound lanes. Tenneson Engineering Co. is currently under a Personal Services Contract related to litigation on Contract 9726 and has initial findings on the litigation.

E. S

The committee also felt that our Surfacing Design Group should conduct, at the same time, a pavement condition survey, mapping out longitudinal and transverse cracking. This could most easily be done while the consultant is conducting his survey under traffic control.

Following the meeting we conducted the field review of the east and westbound lanes. It was virtually impossible to determine visually, the amount of delamination that has occurred. (This needs to be determined through a study conducted by Tenneson Engineering Co.) It was noted that several of the slabs had longitudinal cracks in the wheel paths, generally two to three feet long. It is unclear at this time how old these cracks are and how rapidly they have propagated to their present lengths. It is possible that Surfacing Design has mapped this section of pavement previously and follow up mapping may provide some useful information on the rate of fatigue failure.

The repaired joints at this point in time have not spalled significantly, but some minor spalling was noted at a couple of joints. There was no evidence of impending failure of the repair joints and no immediate repair work appears to be needed. Inspection of the westbound lanes, which were not repaired under the contract, showed significant spalling at many joints. Maintenance has attempted to repair these using epoxy grout or asphalt. Many of the repairs using epoxy grout are in need of further repair which should be done in the near future.

In summary, the committee makes the following recommendations:

1. Do nothing at this time with the new patches in the eastbound lanes.

2. Do not let a contract to repair the joints in the westbound lanes at this time.

3. Have maintenance repair the most severe spalled joints in the westbound lanes including those where epoxy grout was used (need to determine best method to use).

4. Crack seal longitudinal cracks throughout the section in both the east and westbound lanes.

5. Hire Tenneson Engineering Co. to conduct three additional joint surveys of the eastbound lanes to be conducted on six month intervals with the first one to occur in April of this year. The intervals may vary dependent upon the findings of the first inspection.

6. Have the Surfacing Design Group conduct a pavement condition survey to determine the extent of longitudinal cracking and develop loading history to help project the remaining useful life of the pavement in both the east and westbound lanes. This survey will be coordinated with the survey by Tenneson Engineering Co. to utilize traffic control.

The committee will conduct its next semiannual review during the month of September or October and will review at that time the Tenneson reports and the condition surveys conducted by the Surfacing Design group.

SHM:br

CC: W.E. Schwartz
E.S. Hunter
C.O. Fredrickson
D.O. Christensen
Bill Quinn
Dave Carter
Reid Meritt

STATE OF OREGON **INTEROFFICE MEMO**

TO: Bob Pool
Location Engineer

DATE: March 18, 1985

FROM: Steve Macnab
Steve Macnab
Region Operations Engineer

SUBJECT: Pavement Condition Survey
UPRR O'Xing (The Dalles)--Fifteenmile Creek Joint Repair
Contract #9627

A field review of the joint repair work on the subject section was conducted today by the inspection committee. As a result of that inspection, the review committee is recommending that Ron Noble conduct a surface condition survey of the existing PCC Pavement in both the east and westbound lanes.

At the present time, there is some longitudinal cracking in the wheel paths indicating initial phases of fatigue failure. It is unclear how extensive that cracking is and how fast it will progress. We understand that the Surfacing Design Group may have conducted a similar survey when the joint repair project was first initiated back in 1980. In addition to the pavement condition survey, I would like Ron to research the loading history on the subject section to determine where it is in relation to its design life. This information will help the committee in determining what corrective measures should be recommended and when they should be done.

At the present time we do not have a prefix to conduct such a survey. We will submit a survey request if other funding is not available. If you concur in this request I would like the field survey coordinated with a follow up survey that Tennyson Engineering will be doing, hopefully in April and September (Ron to select the time most advantageous to him).

If you have any additional thoughts on the data needs of this section, the inspection committee would like to hear them.

SHM:br

CC: D. O. Christensen
C.O. Fredrickson
Bill Quinn
Reid Meritt
Dave Carter

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9627

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

MISC. CONTRACTS and AGREEMENTS No.____

1) On November 20, 1984, approved an addendum to a contract for research with Oregon State University covering the effect of moisture and aging on asphalt pavement life. This addendum changes the contract time.

2) On January 10, 1985, approved a supplement to a personal service contract with Tenneson Engineering Corporation to review work performed by White Buffalo Construction Company on Contract No. 9627, UPRR O'Xing (The Dalles)-Fifteenmile Creek Section, Columbia River Highway, Wasco County. Supplement extends the time from December 31, 1984, to March 31, 1985.

3) On January 9, 1985, approved a personal service contract with Accident Reconstruction Engineers for a "Technical Investigation of Vehicular Accidents" workshop, at a cost of $5,000.

Dated this 13 day of February, 1985

H S Coulter
H. S. Coulter, State Highway Engineer

2-12-85

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-3(2)82

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Wasco

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-7-85

4. PROGRAM NO.

5. ITEM NO. 10144

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/4/84

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
UPRR O'Xing (The Dalles) Fifteen Mile Creek Section

11. GENERAL DESCRIPTION OF WORK
Corrective work and additional work required as result of contract termination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ XX CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9/4/84 as requested in Mr. Fredrickson's letter of 12/11/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 2 is approved for a TEC of $50,000; Federal Funds $46,110.

RECEIVED
STATE HWY ENGR
JAN 8 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
1/8

14. DATE 1/7/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

1- 1

I-84

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6318 FILE: CON 5

TO: Dale Allen
Region 4 Engineer

DATE: December ~~6~~ 11, 1984

ORIGINAL SIGNED BY

FROM: Keith Martin
Contract Claims Coordinator

SUBJECT: Request for Production
UPRR O'Xing (The Dalles)-Fifteen Mile Creek
Columbia River Highway
Contract No. 9627

Attached please find a request for production of documents for the subject project. It is necessary to have the documents described in this request delivered to my office no later than December 13, 1984.

KM:mk

cc: Reid Meritt
Jack Sullivan ✓
Don Trout ✓
Phyllis Lannigan

12062M

12-11-84
Received info from Spec's, surface design & office Unit & handed it to Keith Martin this date.
Don Trout

✓ Terpin
✓ Kuehn
✓ Brummitt

Plse hand to me anything you have relating to this request.* Suggest you make copies for ~~transmittal~~.
Don Trout
12-7-84

* see pages 3, 4 & 5

____ Versteeg ________
____ Anderson ________ copy Kuehn
copy Brummitt
____ Edwards ________
copy ____ Terpin ________
____ Trout ________
____ Wakerlig ________

RECEIVED
DEC 7 1984
3 pm
ROAD DESIGN SECTION

Do Not File ☐
Return To ________
Bring Up ____/____/____
Action ________

81-125-1387

Contains Recycled Materials

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

WHITE BUFFALO CONSTRUCTION, INC., an Oregon corporation,

Plaintiff,

v.

STATE OF OREGON, acting by and through its TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,

Defendant.

Case No. 148898

REQUEST FOR PRODUCTION OF DOCUMENTS

TO: Defendant DEPARTMENT OF TRANSPORTATION and its counsel, WILLIAM F. CLORAN.

Pursuant to ORCP 43, plaintiff White Buffalo Construction request that defendant produce for inspection and copying in the law offices of Allen & Yazbeck, 735 S. W. First Avenue, Portland 97204, on Friday, December 21, 1984, or at such other time and place as the attorneys for the parties shall agree upon.

DEFINITIONS

A. The term "person" means, inclusively, an individual, partnership, corporation, or other entity or organization.

B. Where reference is made to any date or any figure, such reference is intended to connote an approximation.

C. "Document" or "documents" is meant to include all items within the scope of Oregon Rule of Civil Procedure 43 and, without limiting its generality, contracts, agreements, correspondence, letters, telegrams, reports, records, schedules, diaries, calendars, appointment books, invoices, purchase orders, books, pamphlets, accounting records and worksheets, time slips, computer inputs or outputs, charts, diagrams, notes, estimates, summaries, appraisals, inventories, minutes of meetings and memoranda, including intercorporate, intracorporate, interoffice and intraoffice memoranda, and memoranda regarding conferences, conversations or telephone conversations, any and all taped, recorded, written, printed or typed matters of any kind or description, unless otherwise specified herein.

D. When correspondence between one or more persons is requested, the request is meant to include, without limiting its generality, any document or documents given, sent, or shown by one such person to one or more other such persons however transmitted or delivered, and whether or not retained by the recipient or recipients at the time of transmittal or delivery.

E. Each draft or version of each document is included within the definition as are all attachments, exhibits, and enclosures included within all such drafts or versions.

F. As used herein, the term correspondence includes within its definition the term "document":

INSTRUCTIONS FOR USE

A. Produce all documents or any parts or segments thereof which are in your possession or subject to your possession, custody, control or access. As to any document which you fail to produce, state the location and address where such document can be found, the name of the person who possesses such document, when such document left your possession, and the reasons why you cannot produce such document.

B. If any document is withheld under claim of privilege, you are required to:

(a) Identify each document with sufficient particularity as to author(s), addressee(s), recipient(s) and content to allow the plaintiff to bring the matter before the Court;

(b) The nature of the privilege(s) asserted; and

(c) The factual basis for the claim of privilege.

C. This request is a continuing one. If, after producing documents, defendants obtain or become aware of any further documents responsive to this Request, defendants are required to produce such additional documents.

D. Correspondence means any document passing between any office or any party listed in any request.

REQUESTED DOCUMENTS ✓

1. One copy of the complete plans and specifications relating to Contract No. 9627.

2. All submittals made by plaintiff to defendant.

3. All correspondence between White Buffalo and any representative of defendant relative to Contract No. 9627.

4. All daily reports, quality control reports, surveys or any other documents containing data reflecting the observations of any State of Oregon employees relative to work performed by White Buffalo on Contract No. 9627.

5. All calculations relating to quantities made by any State of Oregon employee concerning Contract No. 9627.

6. All pay estimates issued by the State relating to Contract No. 9627.

7. All calculations or all documents of any nature relating to the engineer's estimate, pre-bid, made for opening at the bid.

8. All design memoranda and calculations relating to Contract No. 9627.

9. All correspondence between the office of the resident engineer (Reid Merritt) and the office of the regional engineer relating to Contract No. 9627.

10. All correspondence between the office of the regional engineer and headquarters in Salem relating to Contract No. 9627.

11. All correspondence between headquarters in Salem and the office of the resident engineer relating to Contract No. 9627.

12. All documents, or test results, analyses, or reports, or correspondence between the Department of Transportation laboratories in Salem, Oregon, and the office of

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the resident engineer, the office of the regional engineer, and headquarters in Salem, relating to Contract No. 9627.

ALLEN & YAZBECK

JOSEPH A. YAZBECK, JR.

JOSEPH A. YAZBECK, JR., OSB# 77400
Of Attorneys for Plaintiff

CERTIFICATE OF SERVICE

I hereby certify that I served a copy of the foregoing FIRST REQUEST FOR PRODUCTION OF DOCUMENTS

on the following parties by hand delivery or mailing, postage prepaid, addressed as follows:

WILLIAM F. CLORAN
ASSISTANT ATTORNEY GENERAL
450 JUSTICE BUILDING
SALEM, OREGON 97310

CERTIFIED A TRUE COPY:

Of Attorney for Plaintiff

DATED: 21 NOVEMBER, 1984

JOSEPH A. YAZBECK, JR.

JOSEPH A. YAZBECK, JR. OSB# 77400

9627

11-83

In the CIRCUIT Court of the State of Oregon

for the County of Marion

WHITE BUFFALO CONSTRUCTION,
INC., an Oregon corporation,

Plaintiff

vs.

THE STATE OF OREGON ACTING BY AND THROUGH
ITS TRANSPORTATION COMMISSION, DEPARTMENT
OF TRANSPORTATION, HIGHWAY DIVISION

Defendant

No. 1448890

SUMMONS

To THE STATE OF OREGON
c/o State Attorney General, David Frohnmayer
Department of Justice
100 Justice Building
Salem, Oregon 97310

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

DAVID R. T[illegible]BERG

SIGNATURE OF OREGON RESIDENT ATTORNEY

David R. Trachtenberg-76360

TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of .... } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

....

ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

[illegible]

ATTORNEY(S) FOR PLAINTIFF(S)

Post office address at which papers in the above entitled action may be served by mail.

David R. Trachtenberg

KOBIN & MEYER, P.C.
ATTORNEYS FOR PLAINTIFF
Suite 800 - 610 S. W. Alder St.
Portland, Oregon 97205
Telephone 223-1107

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
OE STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MARION

WHITE BUFFALO CONSTRUCTION, INC., an Oregon corporation,

Plaintiff,

v.

THE STATE OF OREGON ACTING BY AND THROUGH ITS TRANSPORTATION COMMISSION, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION,

Defendant.

Case No. 1448890

COMPLAINT (BREACH OF CONTRACT: TORT CLAIM)

Plaintiff alleges for a first claim for relief:

I

Plaintiff is a corporation duly qualified and authorized to transact business in Oregon. Defendant may be sued pursuant to ORS 30.320.

II

Defendant determined to construct certain improvements to highway located in Wasco County, Oregon. In about March, 1983, defendants listed sealed competitive bids for construction of concrete joint repair on Contract No. 9627 on the Columbia River Highway in Wasco County, Oregon (hereafter referred to as "The Project"). Plaintiff submitted the low, responsive, responsible bid to defendant's invitation, and was awarded a contract (hereinafter referred to as "The Contract"). The contract contained the plans and specifications prepared by defendant, which defendant warranted to be adequate, accurate, complete, workable

pc-client
5-11-84

and suitable for the purpose and which, if followed, would result in a satisfactory and acceptable product.

III

Plaintiff commenced construction in about May, 1983, and performed work continuously thereafter, except as permitted, hampered or delayed by defendant until approximately November 16, 1983.

IV

During the course of construction, plaintiff and defendant discovered that the plans and specifications prepared by defendant as part of the contract, were defective and deficient and were not adequate, accurate, complete or workable, all resulting in changes, revisions and claims for additional compensation by plaintiff.

V

As a result of the defects and deficiencies in the aforesaid plans and specifications furnished and prepared by defendant, as above alleged, and the breaches of warranty occurring therein, plaintiff was injured and delayed in its performance of its work under the contract, suffered losses of efficiency and productivity and was required to provide additional labor, supervision and overhead to perform the work, revise the plans and specifications and implement changes and was required to perform work beyond the scope of the contract, which in addition to the unpaid sums due plaintiff under the contract by defendant, all result in damage to plaintiff in the sum of $228,849.05. Defendant is indebted to plaintiff in said sum, together with interest thereon as provided by law, at the rate of 1-1/2% per month from the date said sums were due until paid.

VI

Plaintiff has fully performed all of its obligations under the contract to be performed and has made demand for said payments.

VII

In response to plaintiff's demand for payment, defendants improperly and in breach of the contract terminated plaintiff's right to further proceed with the contract, but have further made unreasonable and unnecessary demands upon plaintiff to complete work without any agreement to compensate plaintiff therefor, or pay the undisputed contract balance as above alleged.

SECOND CLAIM FOR RELIEF

VIII

Incorporates the allegations of paragraphs I through IV.

IX

During the course of construction and occurring on approximately August 8, 1983, and continuously thereafter, defendant and/or its individual employees and agents engaged in tortious activity, including interfering in the contractual relationships between plaintiff and its subcontractors and were further negligent in the manner and method in which they handled the construction, including direction given to plaintiff with respect to the work to be performed and the tortious and improper termination of plaintiff's contract.

X

As a direct and proximate result of defendant's tortious conduct, plaintiff has sustained damages in an amount not less than $300,000.00, as a result of the several acts of defendant.

XI.

As required by the provisions of ORS 30.275, plaintiff properly gave notice of the aforesaid conduct and its claim within the statutorily required timeframes.

XII

Plaintiff has performed all of its obligations and is entitled to bring this action, pursuant to the provisions of ORS Chapter 30.

WHEREFORE, plaintiff prays for judgment against defendant as follows:

On its first claim for relief for the sum of $228,849.05, together with interest thereon at 18% per annum from the date said sums were due until paid;

On its second claim for relief for the sum of $300,000.00;

For plaintiff's costs and disbursements incurred herein.

KOBIN & MEYER, P.C.

By DAVID R. TRACHTENBERG
David R. Trachtenberg - 76360
Trial Attorney

t

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Action Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved the item listed below and report this action for your official records:

MISC. CONTRACTS and AGREEMENTS No. 8250

1) On August 31, 1984, granted authority to solicit proposals and to enter into a contract to review work completed by White Buffalo Construction, Inc., on Contract No. 9627, UPRR Crossing-Fifteen Mile Creek Section of the Columbia River Highway in Wasco County and to perform other services. (Personal service contract was entered into with Tenneson Engineering Corporation.) Cost not to exceed $10,000. Time period: September 7, 1984, through December 31, 1984. (Authorized State Highway Engineer to sign contract.)

Dated this 24 day of September, 1984

Peter J. Brix
Peter J. Brix, Vice Chairman
Oregon Transportation Commission

APPROVED
STATE HIGHWAY ENGINEER
DATE: 9/20/84

September 19, 1984

Tenneson Engineering Corporation
409 Lincoln Street
The Dalles, OR 97058

AGR

MISC. CONTRACTS and
AGREEMENTS No. 8250

Gentlemen:

Attached for your records is a fully executed copy of a personal service contract for your services to examine defective joints and to fix responsibilities covering work performed by White Buffalo Construction Company on Contract No. 9627.

We have retained a fully executed copy of this contract for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

fkn

Att.

bc Jack Sollis (agree. att.)
Keith Martin "

9627

CL 84-469

t

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 20, 1984

IN REPLY REFER TO
FILE NO.:

Parker, Abraham, Bowe, Jaques
and Blakely
Attorneys at Law
P. O. Box 497
Hood River, OR 97031

CON 5
#9627

Attention: Deborah M. Phillips

Gentlemen or Ladies:

This will acknowledge your letter of August 30, 1984, filing a claim on behalf of Hood River Sand and Gravel covering the following Highway Division contract:

FILED BY:	Hood River Sand and Gravel
AMOUNT:	$1,261.43 plus interest
FOR:	Labor and material
AGAINST (Prime contractor)	White Buffalo Construction, Inc.
CONTRACT NO.:	9627
PROJECT:	UPRR Overcrossing (The Dalles)-Fifteenmile Creek Section, Columbia River Highway, Wasco County
SURETY:	Transamerica Insurance Co.
AGENT:	Updegraff-Gardner Insurance Inc.

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

ED
9-26-84 kjm

Please advise this office (121 Transportation Building, Salem, OR 97310) when your client's claim has been paid.

RECEIVED
SEP [illegible]
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

bc: Sec. of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

cc: White Buffalo Construction, Inc.
6653 Shaw Highway SE
Aumsville, OR 97235

Transamerica Insurance Company
700 N. E. Multnomah
Portland, OR 97232

Updegraff-Gardner Insurance, Inc.

731-0188

PARKER, ABRAHAM, BOWE, JAQUES & BLAKELY
ATTORNEYS AT LAW
205 THIRD STREET
HOOD RIVER, OREGON 97031

VAWTER PARKER
KENNETH M. ABRAHAM
LARRY S. BOWE
JERRY J. JAQUES
LARRY H. BLAKELY
DEBORAH PHILLIPS *

P. O. BOX 497
AREA CODE 503
TELEPHONE 386-1411

* MEMBER OREGON AND WASHINGTON BARS

20502

August 30, 1984

DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION
C/O W REID MERRITT
PROJECT MANAGER
3313 NE FRONTAGE ROAD
THE DALLES OR 97058

Notice is hereby given that the undersigned, Hood River Sand & Gravel has a claim for goods furnished and services performed in the sum of $1,261.43 plus interest at the rate of 18% per annum from July 20, 1983 until paid against the bond taken from Transamerica Insurance Company for the work on Fifteen Mile Creek, contract no. 9627.

Deborah M Phillips
Deborah M. Phillips
Attorney for Hood River Sand & Gravel

DMP:bl

cc: Secretary of State
Salem Oregon 97310-0722

CE.......CAE....... RECEIVED LS....... TC.......
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CAM................ MA................
CP................ CONSTRUCTION OCS................
EEO................ SECTION FILE................

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SEP 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

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AUG 31 1984

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

September 6, 1984
IN REPLY REFER TO
HFO.4/5-OR

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IR-84-3(2)82
UPRR O'Xing (The Dalles) - Fifteenmile Creek Section
Consultant Services

We have reviewed the proposed personal services contract with Tenneson Engineering submitted with your memorandum of September 6, 1984.

We agree with your assessment of the need for the consultant services contained in this proposed personal services contract and we give our tentative approval to proceed.

Our final approval is withheld pending receipt of the executed contract.

Sincerely yours,

for Dale E. Wilken
Division Administrator

cc:
OSHD (G Potter)
OSHD (B Jackmond)

NOTED
W. E. SCHWARTZ

RECEIVED
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None req'd → WES
TAA

Cy Newler
9/7

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION CON

TO: FILES

DATE: September 5, 1984

FROM: W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: Personal Service Contract
White Buffalo Construction Termination
UPRR Crossing-Fifteen Mile Creek Section
Interstate 84
Contract No. 9627
FAP IR-84-3(2)82

This is to declare an emergency concerning the subject personal service contract to secure the services of a consultant to examine defective joints and fix responsibilities to the contractor before inclement and freezing weather prevents accomplishing the work.

White Buffalo Construction Company has been terminated from the project for failure to perform under the contract, and this work is necessary to affix the proper financial responsibilities, especially in view of White Buffalo Construction Company's filing of litigation against the Highway Division.

On Friday August 31, I contacted Vice Chairman Brix (in Chairman Yturri's absence) and secured his approval to solicit verbal and/or written proposals from three personal service contractors to perform the work for an amount not to exceed $10,000.

Verbal discussions have been held with the Federal Highway Administration on the necessity of beginning work as soon as possible on this contract. The contract document will be processed through the approval channels as expeditiously as possible this week.

GAP:pf sl

cc: H. S. Coulter
E. S. Hunter
G. A. Potter w/att.
C. O. Fredrickson
Dale Allen
Jack Sollis w/att.

81-125-1387

Contains Recycled Materials

1

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: August 21, 1984

FROM: O. B. Jackmond
For C. O. Fredrickson
Construction Engineer

SUBJECT: UPRR O'Xing (The Dalles)-Fifteenmile Creek Section
Columbia River Hig;hway
Contract No. 9627

White Buffalo Construction, Inc., contractor on the captioned project, disregarded instructions to perform corrective work involving repair of defective concrete joint patches. The refusal to perform corrective work forced the State to terminate the contract effective August 17, 1984.

State forces will be utilized to perform the necessary repairs. Some defects are clearly caused by the contractor's workmanship or methods. Other defects are apparently caused by reflective cracking or some other reason not the contractor's responsibility. However, the financial responsibility for some repairs cannot be determined until the faulty material is removed.

Evaluation of these joints to determine both the necessity for repairs and the cause of failure will require a knowledgeable individual at the job site as the work progresses. Since the contractor has already initiated litigation, there is a high probability he will also challenge our assessment of responsibility for these repairs. Whoever makes these decisions will probably become a witness at the trial.

While the Highway Division has personnel capable of performing this work, we estimate a one month repair period with the responsible individual assigned exclusively to this project. Individuals with the skills and level of expertise required for this assignment cannot be spared from their regular assignments. Furthermore, the use of an impartial third party will give a greater credibility to the assessments of responsibility and possibly prevent a challenge of these decisions by the contractor. For these reasons, I am requesting permission to hire a consultant to monitor the joint repair and assess pecuniary responsibilities for the repair.

The estimate to hire a consultant is $10,000. Since the work is of short duration suitable for performance by a single person, I do not consider this project to have potential for MBE participation and will not set any goals.

Pursuant to paragraph 734-15-015(2) of Oregon Administrative Rules, Chapter 734, Division 15, I am requesting you to determine that an emergency exists and authorize the solicitation of proposals in writing or by phone by informal quotations. I am also requesting that you designate Bryant Jackmond as the person to select the consultant.

Orig. to 8/22

Keith Martin - Request denied for reasons discussed on telephone 8/22/84. If you have better reasons, I will reconsider.
WES

81-125-1367

This corrective work needs to be completed soon to prevent further deterioration from winter conditions. Since a water cure is applied to the joint patches, it is also necessary to complete the repairs before freezing water presents a hazard to the travelling public. To fulfill these requirements and also meet the scheduled obligations of maintenance forces, corrective work will commence September 10, 1984. The time remaining until work commences does not allow for formal requests for proposals, and review by the Consultant Selection Committee. Because of the limited time to complete this work before the winter season, I consider this an emergency.

COF:KM:mk

August 21, 1984

White Buffalo Construction, Inc.
6653 Shaw Highway SE
Aumsville, Oregon 97325

CON

Request for Data
Contract No. 9627

You have previously filed a lawsuit on this project and therefore your request of August 13 for information, records, transcripts, reports and other documents has been referred to the Attorney General.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

cc Kobin and Meyer
Bill Cloran w/att.
C. O. Fredrickson

OBJ:mk sl

White Buffalo Construction

August 13, 1984

H.S. Coulter
Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

ref: UPRROXING (The Dalles) #9627

Mr. Coulter:

I acknowledge receipt of your letter dated August 7, 1984. I am requesting that you provide us with all information, records, transcripts, reports and any other documentation whether written or oral which was provided to the Transportation Commission in support of your certification.

I am also requesting that we be notified prior to any reprocurement, prosecution of work, maintainence, repair or any other work which may result in charges against White Buffalo Construction Inc. and or our bond.

I would also like to know exactly what work it is you are referring to in your letter of August 7, 1984 as "corrective work". Specifically, I am requesting that you provide me with a complete and all inclusive list of exactly which patches, seals and or any other items that you have determined need corrective work and the specific nature of the alledged deficiency for each one.

If you have any questions please contact me.

Sincerely,

Luther L. Clevenger

tmh

RECEIVED
STATE HWY ENGR
AUG 15 '84
REFER TO Fredrickson
FOR
Info ☐ Inves ☐ R/D ☒ B/R ☐ Sign ☐ Act ☐ File ☐

Jackmond
R/D
Due 8/23

cys
Sollis
Gormsen
Schwartz

RECYCLED PAPER

6653 Shaw Hwy. S.E. • Aumsville, Oregon 97325 • (503) 749-1861

9627

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

August 7, 1984

CON 5

White Buffalo Construction, Inc.
6653 Shaw Highway, SE
Aumsville, OR 97325

Updegraff-Gardner Insurance, Inc.
155 Pine Street, NE
Salem, OR 97303

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

UPRR O'Xing (The Dalles)-Fifteen Mile Creek
Contract No. 9627

The Transportation Commission at its meeting on July 31, 1984, accepted my certification that sufficient cause exists to terminate Contract No. 9627 in accord with Section 108.11 of the standard specifications. Accordingly, you are hereby notified that this contract is terminated effective August 17, 1984.

Pursuant to Section 108.11 of the contract provisions, the corrective work for which you are responsible will be finished with all costs deducted from retainage. If the retainage is not sufficient to pay for the cost of the corrective work that is your responsibility, demand will be made for the remaining costs.

This action is taken without prejudice to any other right or remedy available to the Transportation Commission relative to this contract.

H. S. Coulter
State Highway Engineer

bc: Fred Miller
R. W. Gormsen
Jack Sollis
W. B. Schwartz
C.O. Fredrickson
William Cloran
Dale Allen
Reid Meritt

FRED MILLER

RECEIVED
DOT DIRECTOR
AUG 08 '84
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

(Construction) mk srm

Form 734-3123

August 7, 1984 CON 5

White Buffalo Construction, Inc.
6653 Shaw Highway, SE
Aumsville, OR 97325

Updegraff-Gardner Insurance, Inc.
155 Pine Street, NE
Salem, OR 97303

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

UPRR O'Xing (The Dalles)-Fifteen Mile Creek
Contract No. 9627

The Transportation Commission at its meeting on July 31, 1984, accepted by certification that sufficient cause exists to terminate Contract No. 9627 in accord with Section 108.11 of the contract. Accordingly, you are hereby notified that this contract is terminated effective August 17, 1984.

Pursuant to Section 108.11 of the contract provisions, the corrective work for which you are responsible will be finished with all costs deducted from retainage.

This action is taken without prejudice to any other right or remedy available to the Transportation Commission relative to this contract.

H. S. Coulter
State Highway Engineer

bc: Fred Miller
R. W. Gormsen
Jack Sollis
W. B. Schwartz
C.O. Fredrickson
William Cloran
Dale Allen
Reid Meritt

(Construction) mk srm

DATE: July 20, 1984

TO: OREGON TRANSPORTATION COMMISSION

CON 5

FROM: H. S. Coulter, P.E.
State Highway Engineer

SUBJECT: Contract Termination
UPRR O'Xing (The Dalles)-Fifteenmile Creek
Columbia River Highway
Contract No. 9627

This contract for concrete pavement joint repair was awarded on April 19, 1983 to White Buffalo Construction, Inc. The contract amount was $288,697.50. The contract provided for joint repairs in the eastbound and westbound lanes.

On November 10, 1983 the contractor had substantially completed the joint repair work in the eastbound lanes and had not commenced work in the westbound lanes. At this time the contractor stopped work on the project due to winter weather unsuitable for performing the work. The status of the contract at this time was as follows:

Amount of Bid Item Contract Work Performed = $251.980.92 = 87%

Contract Time Used = 185 Calendar Days = 123%

Given the project status and the fact that the contractor could not return to perform joint repair work in the westbound lanes until the 1984 construction season, it was deemed to be in the best public interest and to the benefit of both parties to reduce the quantities of work required under this contract to those performed as of November 10, 1983. This was done in accord with the terms of the contract and the contractor was so advised.

Some of the joint repair work performed in the eastbound lanes requires correction and the contractor was instructed to perform the corrective work in accordance with the contract provisions. He has formally refused to comply with these instructions and the only alternative available to permit the Division to conclude this contract is to request your concurrence and approval in terminating this contract in accordance with Section 108.11 of the contract Standard Specifications.

Several disputes arose during the course of this contract. These have not been resolved and the contractor has initiated litigation.

Your approval is recommended at the July 31 meeting to terminate this contract in accordance with Section 108.11 of the contract Standard Specifications.

bc Fred Miller
R. W. Gormsen
W. E. Schwartz
V. E. Skoog
C. O. Fredrickson
Jack Sollis
Dale Allen
Reid Meritt

OBJ:mk ja

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5

RECEIVED
STATE HWY ENGR
JUL 17 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

TO: H. S. Coulter
State Highway Engineer

DATE: July 16, 1984

FROM: For O. B. Jackmond
C. O. Fredrickson
Construction Engineer

SUBJECT: Contract Termination
UPRR O'Xing. (The Dalles)-Fifteen
Mile Creek
Contract No. 9627

White Buffalo Construction, Inc., contractor on the subject project, has violated the terms of this contract to the extent that it now becomes necessary to recommend termination in accord with Section 108.11 of the contract provisions.

This contract was awarded April 19, 1983 with the intention of repairing concrete pavement joints in approximately 3.74 miles of both east bound and west bound lanes. At the end of the 1983 construction season, the contractor had almost completed joint repair in the east bound lanes except for corective work. No work had been done in the west bound lanes.

The original Bid Item contract amount was $288,697.50. The Bid Item amount performed to date, including payment for materials on hand, is approximately $252,000, or approximately 87 percent of the original Bid Item contract amount. The contractor has exceeded the specified contract time and has been assessed 35 days liquidated damages.

After careful consideration of the circumstances, all work on the west bound lanes was deleted from the contract. This deletion was accomplished by reducing contract quantities in accordance with subsection 104.02 of the contract specifications. A letter of December 23, 1983 from Reid Meritt, Project Manager, informed the contractor of the reduction in quantities and transmitted the second notice. Corrective action required before issuance of a third notice and final acceptance of the project was noted on the second notice. Reid Meritt's January 30, 1984 letter furnished the contractor with additional details of corrective work and work to be completed.

No response was received to letters of March 5 and March 23, 1984 from Reid Meritt's office asking for the contractor's schedule of corrective work. The March 23 letter also asked if insurance required by the contract would be renewed upon the April 11, 1984 expiration date. A May 7, 1984 letter from you directed the contractor to furnish a schedule no later than May 15 and commence corrective work no later than June 5. This letter also instructed the contractor to furnish proof of insurance no later than May 15 and stated that failure to comply with instructions in the letter would lead to termination in accord with Section 108.11 in the Standard Specifications.

The contractor and his attorney wrote several letters but have continued to disregard the instructions in your letter of May 7. Furthermore, he has initiated litigation claiming breach of contract and a tort claim. Bill Cloran, Assistant Attorney General, has maintained a dialogue with the contractor's attorney, attempting to resolve this matter short of termination or continued litigation. It has become obvious that the contractor will not complete the corrective work as you had directed.

With the contractor refusing to perform the required corrective work, we have no method for making final payment and accepting the project.

It is my recommendation that the present contract with White Buffalo Construction, Inc. be terminated in accord with Section 108.11 of the Standard Specifications for this contract. Said Section 108.11 states in part --

> "If the contractor should be adjudged a bankrupt,.....or persistently disregard laws, ordinances or the instructions of the engineer, or otherwise be guilty of a substantial violation of any provision of the contract, then the Commission, upon the certificate of the engineer that sufficient cause exists to justify such action, may, without prejudice to any other right or remedy and after giving the contractor and his surety 7 days written notice, terminate the employment of the contractor and take possession of the premises and of all materials, tools and appliances thereon as well as all other materials whether on the premises or not, on which the contractor has received partial payment under subsection 109.10, and finish the work by whatever method it may deem expediate."

Corrective work in the east bound lanes needs to be completed. It is therefore further recommended that a contract be prepared, advertised and awarded for completion of this work.

Appropriate records will be maintained and we will look to the original contractor, White Buffalo Construction, Inc., and his surety for any added costs to complete this work. Final settlement with White Buffalo Construction, Inc., will be sought in accord with the provisions of Section 108.11 of the contract specifications which state in part:

> "In the event action as above indicated is taken by the Commission, the contractor, or his surety, shall provide the engineer with immediate and peaceful possession of all of the said materials, tools and appliances located on the premises, as well as all other materials whether on the premises or not, on which the contractor has received any partial payment under subsection 109.10. Further, the contactor shall not be entitled to receive any further payment until the work is completed. On completion of the work, determination shall be made by the engineer of the total amount the contractor would have been entitled to receive for the work, under the terms of the contract, had he himself completed the work. If the difference between said

> total amount and the sum of all amounts previously paid to the contractor, which difference will hereinafter be called the "unpaid balance", exceeds the expense incurred by the Commission in completing the work, including expense for additional managerial and administrative services, such excess will be paid to the contractor, with the consent of the surety. If, instead, the expense incurred by the Commission exceeds the unpaid balance, the amount of the excess shall be paid to the Commission by the contractor or his surety. The expense incurred by the State as herein provided, and the damage incurred through the contractor's default, shall be as determined and certified by the engineer."

A rough draft letter to the Transportation Commission is enclosed for your consideration.

COF:KLM:mk

Encl.

cc: Jack Sollis
Bill Cloran
Dale Allen
Reid Meritt

KM/M26

9627

Forcum,
Parker
& Speck
ATTORNEYS AT LAW

IN REPLY, REFER TO OUR
FILE NO. 8124

May 25, 1984

9627

American Arbitration Assoc.
811 First Avenue
Seattle, WA 98104

Gentlemen:

Please find enclosed three copies of a demand for arbitration, along with three copies of the subcontract provisions providing for arbitration (Article 13).

Please also find enclosed the required $200 filing fee.

An original of this demand and the relevant arbitration provisions is concurrently being mailed to White Buffalo Construction.

Very truly yours,

R E Forcum

Richard E. Forcum

REF:sj
Encs.
cc: Luther Clevinger, White Buffalo Construction
Transamerica Insurance
Robert W. Gormsen
William F. Cloran
Wayne Lannen

[illegible]

RECEIVED
MAY 29 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1101 N.W. Bond Street/Bend, Oregon 97701/(503) 389-6964
RICHARD E. FORCUM / LEONARD C. PARKER / PAUL J. SPECK
Associate: DAVID E. PAULSON / Of Counsel: E.G. NILSSON

American Arbitration Association

CONSTRUCTION INDUSTRY ARBITRATION RULES

DEMAND FOR ARBITRATION

DATE: May 14, 1984

TO: (Name) Luther L. Clevenger, White Buffalo Construction
(of party upon whom the Demand is made)

(Address) 6653 Shaw Hwy., S.E.

(City and State) Aumsville, OR 97325

(Telephone) (503) 749-1861

Named claimant, a party to an arbitration agreement contained in a written contract, dated June 8, 1983, providing for arbitration under the Construction Industry Arbitration Rules, hereby demands arbitration thereunder.

NATURE OF DISPUTE: Contractor has not paid subcontractor amounts due under the subcontract for extra work done at contractor's request, extra charge for stop work and for extra charges for cutting steel reinforcing.

CLAIM OR RELIEF SOUGHT: (amount, if any)

Contract for cutting of concrete on High Project

61,097.60 lineal feet at $.48/ft.=	$29,326.84	(contract rate)
7,024. transverse feet at $.50/ft=	3,512.00	
Extra charge for undisclosed steel reinforcement	16,400.00	
Charge for stop work	1,162.50	
4 extra hours approved by & paid for by State at $65 /hour	260.00	
TOTAL CLAIM:	$50,661.34	
LESS AMOUNTS RECEIVED:	-23,685.14	
TOTAL NOW DUE AND OWING:	$26,976.20	

Please indicate industry category for each party.

Claimant:

☐ Owner ☐ Architect ☐ Engineer ☐ Contractor ☒ Subcontractor, Specify
Other

Respondent:

☐ Owner ☐ Architect ☐ Engineer ☒ Contractor ☐ Subcontractor, Specify
Other

HEARING LOCALE REQUESTED: Bend, Oregon
(City and State)

You are hereby notified that copies of our Arbitration Agreement and of this Demand are being filed with the American Arbitration Association at its Seattle, Washington Regional Office, with the request that it commence the administration of the arbitration. Under Section 7 of the Arbitration Rules, you may file an answering statement within seven days after notice from the Administrator.

Signed Richard E. Forcum Title Attorney at Law
Richard E. Forcum (May be Signed by Attorney)

Name of Claimant Wayne David Lannen, We Cut Concrete

Address (to be used in connection with this case) P.O. Box 7071

City and State Bend, OR Zip Code 97708

Telephone (503) 382-4663

Name of Attorney Richard E. Forcum

Address 1101 N.W. Bond Street

TO: (Name)
(of party upon whom the Demand is made)

(Address) 6653 Shaw Hwy., S.E.

(City and State) Aumsville, OR 97325

(Telephone) (503) 749-1861

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LESS AMOUNTS RECEIVED:	-23,685.14	
TOTAL NOW DUE AND OWING:	$26,976.20	

Please indicate industry category for each party.

Claimant:

☐ Owner ☐ Architect ☐ Engineer ☐ Contractor ☒ Subcontractor, Specify ,
Other

Respondent:

☐ Owner ☐ Architect ☐ Engineer ☒ Contractor ☐ Subcontractor, Specify ,
Other

HEARING LOCALE REQUESTED: Bend, Oregon
(City and State)

You are hereby notified that copies of our Arbitration Agreement and of this Demand are being filed with the American Arbitration Association at its Seattle, Washington Regional Office, with the request that it commence the administration of the arbitration. Under Section 7 of the Arbitration Rules, you may file an answering statement within seven days after notice from the Administrator.

Signed Richard E. Forcum Title Attorney at Law
Richard E. Forcum (May be Signed by Attorney)

Name of Claimant Wayne David Lannen, We Cut Concrete

Address (to be used in connection with this case) P.O. Box 7071

City and State Bend, OR Zip Code 97708

Telephone (503) 382-4663

Name of Attorney Richard E. Forcum

Address 1101 N.W. Bond Street

City & State Bend, OR Zip Code 97701

Telephone (503) 389-6964

To institute proceedings, please send three copies of this Demand and the arbitration agreement, with the filing fee, as provided in Section 48 of the Rules, to the AAA. Send original Demand to Respondent.

Contract Documents between Owner and the Contractor is inconsistent with any provisions of this Agreement, this Agreement shall govern.

12.2 SERVICES PROVIDED BY THE CONTRACTOR

12.2.1 The Contractor shall cooperate with the Subcontractor in scheduling and performing his Work to avoid conflicts or interference in the Subcontractor's Work, and shall expedite written responses to submittals made by the Subcontractor in accordance with Paragraphs 11.2, 11.9 and 11.10. As soon as practicable after execution of this Agreement, the Contractor shall provide the Subcontractor a copy of the estimated progress schedule of the Contractor's entire Work which the Contractor has prepared and submitted for the Owner's and the Architect's information, together with such additional scheduling details as will enable the Subcontractor to plan and perform his Work properly. The Subcontractor shall be notified promptly of any subsequent changes in the progress schedule and the additional scheduling details.

12.2.2 The Contractor shall provide suitable areas for storage of the Subcontractor's materials and equipment during the course of the Work. Any additional costs to the Subcontractor resulting from the relocation of such facilities at the direction of the Contractor shall be reimbursed by the Contractor.

12.3 COMMUNICATIONS

12.3.1 The Contractor shall promptly notify the Subcontractor of all modifications to the Contract between the Owner and the Contractor which affect this Subcontract and which were issued or entered into subsequent to the execution of this Subcontract.

12.3.2 The Contractor shall not give instructions or orders directly to employees or workmen of the Subcontractor except to persons designated as authorized representatives of the Subcontractor.

12.4 PAYMENTS TO THE SUBCONTRACTOR

12.4.1 Unless otherwise provided in the Contract Documents, the Contractor shall pay the Subcontractor each progress payment and the final payment under this Subcontract within three working days after he receives payment from the Owner, except as provided in Subparagraph 12.4.3. The amount of each progress payment to the Subcontractor shall be the amount to which the Subcontractor is entitled, reflecting the percentage of completion allowed to the Contractor for the Work of this Subcontractor applied to the Contract Sum of this Subcontract, and the percentage actually retained, if any, from payments to the Contractor on account of such Subcontractor's Work, plus, to the extent permitted by the Contract Documents, the amount allowed for materials and equipment suitably stored by the Subcontractor, less the aggregate of previous payments to the Subcontractor.

12.4.2 The Contractor shall permit the Subcontractor to request directly from the Architect information regarding the percentages of completion or the amount certified on account of Work done by the Subcontractor.

12.4.3 If the Architect does not issue a Certificate for Payment or the Contractor does not receive payment for any cause which is not the fault of the Subcontractor, the Contractor shall pay the Subcontractor, on demand, a progress payme computed as provided in Subparagraph 12.4.1 or the final payment as provided in Article 6.

12.5 CLAIMS BY THE CONTRACTOR

12.5.1 The Contractor shall make no demand for liquidated damages for delay in any sum in excess of such amount as may be specifically named in this Subcontract, and liquidated damages shall be assessed against this Subcontractor only for his negligent acts and his failure to act in accordance with the terms of this Agreement, and in no case for delays or causes arising outside the scope of this Subcontract, or for which other subcontractors are responsible.

12.5.2 Except as may be indicated in this Agreement, the Contractor agrees that no claim for payment for services rendered or materials and equipment furnished by the Contractor to the Subcontractor shall be valid without prior notice to the Subcontractor and unless written notice thereof is given by the Contractor to the Subcontractor not later than the tenth day of the calendar month following that in which the claim originated.

12.6 CONTRACTORS' REMEDIES

12.6.1 If the Subcontractor defaults or neglects to carry out the Work in accordance with this Agreement and fails within three working days after receipt of written notice from the Contractor to commence and continue correction of such default or neglect with diligence and promptness, the Contractor may, after three days following receipt by the Subcontractor of an additional written notice, and without prejudice to any other remedy he may have, make good such deficiencies and may deduct the cost thereof from the payments then or thereafter due the Subcontractor, provided, however, that if such action is based upon faulty workmanship or materials and equipment, the Architect shall first have determined that the workmanship or materials and equipment are not in accordance with the Contract Documents.

ARTICLE 13
ARBITRATION

13.1 All claims, disputes and other matters in question arising out of, or relating to, this Subcontract, or the breach thereof, shall be decided by arbitration, which shall be conducted in the same manner and under the same procedure as provided in the Contract Documents with respect to disputes between the Owner and the Contractor, except that a decision by the Architect shall not be a condition precedent to arbitration. If the Contract Documents do not provide for arbitration or fail to specify the manner and procedure for arbitration, it shall be conducted in accordance with the Construction Industry Arbitration Rules of the American Arbitration Association then obtaining unless the parties mutually agree otherwise.

13.2 Except by written consent of the person or entity sought to be joined, no arbitration arising out of or relating to the Contract Documents shall include, by consolidation, joinder or in any other manner, any person or entity not a party to the Agreement under which such arbitration arises, unless it is shown at the time the demand for arbitration is filed that (1) such person or entity is substantially involved in a common question of fact or law,

(2) the presence of such perso... or entity is required if complete relief is to be accorded in the arbitration, (3) the interest or responsibility of such person or entity in the matter is not insubstantial, and (4) such person or entity is not the Architect, his employee or his consultant. This agreement to arbitrate and any other written agreement to arbitrate with an additional person or persons referred to herein shall be specifically enforceable under the prevailing arbitration law.

13.3 The Contractor shall permit the Subcontractor to be present and to submit evidence in any arbitration proceeding involving his rights.

13.4 The Contractor shall permit the Subcontractor to exercise whatever rights the Contractor may have under the Contract Documents in the choice of arbitrators in any dispute, if the sole cause of the dispute is the Work, materials, equipment, rights or responsibilities of the Subcontractor; or if the dispute involves the Subcontractor and any other subcontractor or subcontractors jointly, the Contractor shall permit them to exercise such rights jointly.

13.5 The award rendered by the arbitrators shall be final, and judgment may be entered upon it in accordance with applicable law in any court having jurisdiction thereof.

13.6 This Article shall not be deemed a limitation of any rights or remedies which the Subcontractor may have under any Federal or State mechanics' lien laws or under any applicable labor and material payment bonds unless such rights or remedies are expressly waived by him.

ARTICLE 14

TERMINATION

14.1 TERMINATION BY THE SUBCONTRACTOR

14.1.1 If the Work is stopped for a period of thirty days through no fault of the Subcontractor because the Contractor has not made payments thereon as provided in this Agreement, then the Subcontractor may without prejudice to any other remedy he may have, upon seven additional days' written notice to the Contractor, terminate this Subcontract and recover from the Contractor payment for all Work executed and for any proven loss resulting from the stoppage of the Work, including reasonable overhead, profit and damages.

14.2 TERMINATION BY THE CONTRACTOR

14.2.1 If the Subcontractor persistently or repeatedly fails or neglects to carry out the Work in accordance with the Contract Documents or otherwise to perform in accordance with this Agreement and fails within seven days after receipt of written notice to commence and continue correction of such default or neglect with diligence and promptness, the Contractor may, after seven days following receipt by the Subcontractor of an additional written notice and without prejudice to any other remedy he may have, terminate the Subcontract and finish the Work by whatever method he may deem expedient. If the unpaid balance of the Contract Sum exceeds the expense of finishing the Work, such excess shall be paid to the Subcontractor, but if such expense exceeds such unpaid balance, the Subcontractor shall pay the difference to the Contractor.

ARTICLE 15

MISCELLANEOUS PROVISIONS

15.1 Terms used in this Agreement which are defined in the Conditions of the Contract shall have the meanings designated in those Conditions.

15.2 The Contract Documents, which constitute the entire Agreement between the Owner and the Contractor, are listed in Article 1, and the documents which are applicable to this Subcontract, except for Addenda and Modifications issued after execution of this Subcontract, are enumerated as follows:

(List below the Agreement, the Conditions of the Contract [General, Supplementary, and other Conditions], the Drawings, the Specifications, and any Addenda and accepted Alternates, showing page or sheet numbers in all cases and dates where applicable. Continue on succeeding pages as required.)

This Agreement entered into as of the day and year first written above.

CONTRACTOR

SUBCONTRACTOR

AIA DOCUMENT A401 • CONTRACTOR-SUBCONTRACTOR AGREEMENT • ELEVENTH EDITION • APRIL 1978 • AIA®
©1978 • THE AMERICAN INSTITUTE OF ARCHITECTS, 1735 NEW YORK AVE., N.W., WASHINGTON, D.C. 20006

9627

May 24, 1984

CON 5

Mr. David R. Trachtenberg, Attorney
Kobin & Meyer
Suite 800, 610 SW Alder St.
Portland, OR 97205

Re: UPRR O'Xing (The Dalles)-Fifteenmile Cr.
Columbia River Highway
Contract No. 9627
FAP No. IR-94-3(2)82

This is in response to your letter of May 17 on behalf of White Buffalo Construction, Inc., contractor on the above project.

The contract has not been terminated at this time. Certain corrective work remains to be done and the State Highway Engineer, by letter of May 7, instructed the contractor to perform this work in accordance with the terms of the contract. The contractor, Mr. Luther Clevenger, responded by letters of May 15 to State Highway Engineer H. S. Coulter and to Project Manager Reid Meritt refusing to comply with these instructions. With the contractor's letters in hand, and with no other apparent viable alternative, we have proceeded to request Transportation Commission approval to terminate this contract in accordance with the contract provisions. The Commission has not acted on this request at this time.

Whether or not a meeting of the parties can productively resolve any of the issues in dispute on this contract is unknown to us. However, the Division stands ready and willing to meet and discuss the issues with you and your client as long as you and our attorney feel that progress towards resolution is possible. As you know, our attorney, Mr. William Cloran, is unavailable for a few days. We will request that he contact you upon his return and discuss this matter.

In that you have filed a complaint in Marion County Circuit Court, please direct all future correspondence and communications to our attorney.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer
for Operations

WES:OBJ:mk

cc: William Cloran

bc: C. O. Fredrickson
Dale Allen
Reid Meritt

OB/R20

KOBIN & MEYER, P.C.
ATTORNEYS AT LAW
SUITE 800
610 S. W. ALDER STREET
PORTLAND, OREGON 97205

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
DANIEL J. SEIFER
JOHN SPENCER STEWART
ELIZABETH YEATS
DAVID R. TRACHTENBERG
MICHAEL J. CARO
JAN D. SOKOL
SUSAN G. WHITNEY
RODNEY R. MILLS
ROBERT S. BANKS, JR.

TELEPHONE 223-1107
AREA CODE 503

LEO LEVENSON
OF COUNSEL
(1903-1981)

May 17, 1984

RECEIVED
STATE HWY ENGR
MAY 18 '84
REFER TO
Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

cy 5/22
due 5/29
Jackmond
R/D

Mr. H. S. Coulter
State Highway Engineer
Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Re: OSHD Contract No. 9627
White Buffalo Construction, Inc.

Dear Mr. Coulter:

As I believe you have been advised, and as members of your Department are aware, this office represents White Buffalo Construction.

My client has requested that I respond to your letter of May 7, 1984.

It is the position of White Buffalo Construction, Inc. that its contract has been improperly terminated and to that extent, cannot understand how the Highway Division can now attempt to terminate.

While our client stands ready, willing and able to perform what it considers to be proper work, I think there is a very substantial discrepancy between what people in the Highway Division consider to be the proper scope of work remaining, and what our client considers the proper scope of work remaining insofar as any warranties, if any, that may have survived the termination.

Should you attempt to terminate the contract under Section 108.11 of the Standard Specifications, we will consider further conduct evidence of the torts that have already been complained of in our Notice of Tort Claim and in the litigation.

If you, the Attorney General's office, or members of your Division feel that a meeting can productively resolve issues before this matter gets any further out of hand, we would be more than happy to attempt to discuss these issues.

Very truly yours,

KOBIN & MEYER, P.C.

David R. Trachtenberg

DRT/
cc: White Buffalo Const.

9627

White Buffalo Construction

May 15, 1984

Mr. Coulter
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Ref: UPRROXING (The Dalles), contract #9627.

Dear Mr. Coulter:

I am in receipt of your letter dated May 7, 1984. Your assertion that I have disregarded your previous letters of March 5, and March 23 is completely unfounded. I have been in repeated contact with the offices of both Reid Merrit and Bob Poole. The three of us have attempted to clarify the scope of the work that Mr. Merrit contends must be corrected. We have been unable to reach a consensus on this. Not required.

I did not indicate to Mr. Merrit on March 8 or at any other time that I would be providing a certificat of insurance. I have repeatedly informed Bob Poole and Walt Bartel that I definitely would not provide a certificate of insurance unless I returned to the project. In conclusion, I would like to say that I have not chosen to disregard the instructions of your letter but rather I am bewildered because the contract was previously terminated by the Oregon State Department of Transportation.

Should you have any future questions or suggestions please contact my attorney Mr. Dave Trachtenberg.(ph. no. 223-1107).

Sincerely,

Luther L. Clevenger

pc Mr. Dave Trachtenberg

cy
5/21
due
5/29

Jackmond
R/D

RECEIVED
STATE HWY ENGR
MAY 16 '84
REFER TO
~~[illegible]~~
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

RECYCLED PAPER

6653 Shaw Hwy. S.E. • Aumsville, Oregon 97325 • (503) 749-1861

9627 F

May 7, 1984

White Buffalo Construction, Inc. CON
6653 Shaw Highway S.E.
Aumsville, OR 97325

UPRR O'Xing (The Dalles)-Fifteenmile Creek
Columbia River Highway
Wasco Co.
Contract No. 9627
FAP No. IR-94-3(2)82

Required contract work, except for necessary corrective work, was completed November 10, 1983. This corrective work must be performed.

You are hereby instructed to furnish a schedule for completion of your remaining obligations on the referenced project. This schedule shall be submitted to Project Manager Reid Meritt by May 15, 1984, and on-site corrective work shall be commenced not later than June 5.

You have disregarded our previous letters of March 5 and 23, 1984 instructing you to submit schedules.

During a March 8 telephone conversation, you led Mr. Meritt to believe you would send a letter advising of your intentions concerning renewal of personal injury and property damage insurance. To date, no letter has been received. Furthermore, you have disregarded instructions in Mr. Meritt's March 23 letter to advise him of your intentions concerning renewal of the insurance policy.

You are hereby instructed to provide evidence of the required insurance to Project Manager Reid Meritt no later than May 15.

Should you choose to disregard the instructions in this letter, the provisions of Section 108.11 in the Standard Specifications will be enforced and this contract will be terminated.

H. S. Coulter
State Highway Engineer

cc Updegraff-Gardner Insurance, Inc.
Transamerica Insurance Co.

bc C. O. Fredrickson
Dale Allen
Reid Meritt

9627

M

STATE OF OREGON

INTEROFFICE MEMO

TO: Reid Meritt
Project Manager

DATE: March 9, 1984

FROM: Dale D. Allen
Region Engineer

SUBJECT: UPRR O'Xing (The Dalles)-Fifteenmile Creek
White Buffalo Construction
Contract No. 9627

At the present time this project is between the second and third notification stage. There remains some cleanup and miscellaneous work to be done on the highway before third notification can be written.

Commission Services advised the contractor to renew his insurance (American Standard PBP 037355). The contractor advised the Project Manager he was not going to do this and would furnish us a letter to that effect.

Bob Gormsen suggested that we check with Jack Sollis. Jack's advice is as follows:

> "Since the insurance does not expire until April 11 the contractor could work up until that date and if work still remained to be done after April 11 he would be given a shut down order. Our contract specifically states the contractor must have insurance when working on the highway".

DA:mr

cc: Bob Gormsen
Jack Sollis

RECEIVED
MAR 15 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9627

F

WE CUT CONCRETE
P.O. BOX 7071
BEND, OR. #97708

February 23, 1984

Oregon State Hwy. Dept.
121 Transportation Bldg.
Salem, Oregon 97310

RE: #9627, UPRR O'XING (The Dalles)- FIFTEENMILE CR.

Dear Mr. Gormson,

As Manager of Commission Service for the State of Oregon, you are aware of the existing situation between We Cut Concrete and White Buffalo Construction, Inc.

In order to resolve this situation I have initiated Arbitration with White Buffalo Construction, Inc.

I am requesting that The State of Oregon provide We Cut Concrete with any and all correspondence between White Buffalo Construction, Inc. and The State of Oregon, including any correspondence with with all sub-contractors on the project.

Please send to: We Cut Concrete, P.O. Box 7071, Bend, Oregon 97708.

Thank You,

Wayne Lannen

Wayne Lannen
Owner- We Cut Concrete

382-4663 ✓

d/1
cc: Richard E. Forcum

3/19/84
Bob handled
this by phone-
no action nec. for this
letter. [illegible]

RECEIVED
FEB 28 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

9627

CERTIFIED MAIL - RETURN RECEIPT

RECEIVED
STATE HWY ENGR
FEB 15 '84
REFER TO Dalles
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

February 8, 1984

NOTED
W. E. SCHWARTZ

orig to
cy Schwartz
Allen

State of Oregon
Acting by and Through its
Department of Transportation -
Oregon State Highway Division
Salem, Oregon 97310

Attention: Director of the Department
of General Services

Re: Tort Claims Notice Pursuant to ORS 30.275

Gentlemen:

This letter is to be considered by you, and each of you, as notice pursuant to ORS 30.275 that a claim for damages will be asserted against the State, acting by and through the Department of Transportation, Highway Division, in the maximum amounts allowable by statute as a result of actions occurring on August 8, 1983, continuously thereafter and specifically also on the dates of August 9, September 1, September 6, September 13, September 14, September 20, September 27, and October 5, 1983, arising out of actions of individual employees of the Highway Division and the Highway Division's actions of December 23, 1983, all arising out of Contract No. 9627-UPRR O'Xing (The Dalles) - Fifteenmile Cr. Sec. Columbia River Highway, Wasco County, Oregon.

Said actions of the Highway Department consisted of interference in the relationships between claimant and its other subcontractors, and also of other negligent and tortious conduct on the part of Highway Department employees, both during the course of construction and resulting in termination of claimant's contract.

The damages that have been and will be sustained as a direct and proximate result of the several acts are in an amount not less than $300,000.00. This notice constitutes notice of multiple claims arising out of separate occurrences, which acts and occurrences have caused claimant damages, including possible injury in the relationship between claimant and its bonding company, resulting in substantial additional damages.

My name and address, as claimant, is set forth below. The name and address of my attorney is David R. Trachtenberg, Kobin & Meyer, P.C., 610 SW Alder, Suite 800, Portland, Oregon.

Very truly yours,

Luther L. Clevenger
President
White Buffalo Construction
6653 Shaw Highway SE
Aumsville, Oregon 97325
(503) 749-1861

LLC/
cc: Robert Gormsen
Highway Department
cc: Tim Wood
Attorney General's Office
cc: David R. Trachtenberg
Kobin & Meyer, P.C.

CL 84-25

9627

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 30 1984
NORMA PAULUS
SECRETARY OF STATE

January 26, 1984

IN REPLY REFER TO FILE NO.:
CON 5
#9627

Mr. Ronald E. Dusek, P.C.
Law Offices
P. O. Box B
West Linn, OR 97068

Dear Mr. Dusek:

This will acknowledge your letter of January 19, 1984, with attachments on behalf of Northwest Crack Sealing filing a claim against the following Highway Division contract:

FILED BY:	Northwest Crack Sealing
AMOUNT:	$3,699.99 plus $1,014.76 retainage
FOR:	Labor and materials
AGAINST (Prime contractor):	White Buffalo Construction, Inc.
CONTRACT NO.:	9627
PROJECT:	UPRR Overcrossing (The Dalles)-Fifteenmile Creek Section, Columbia River Highway, Wasco County
SURETY:	Transamerica Insurance Co.
AGENT:	Updegraff-Gardner Insurance, Inc.

NOTED ON CARD
2-1-84

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

Sincerely,

Robert Gormsen

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
FEB 1 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Updegraff-Gardner Insurance, Inc.
355 Pine Street
Salem, OR 97303

Transamerica Insurance Co.
1150 South Olive Street
Los Angeles, CA 90015

White Buffalo Construction, Inc.
6653 Shaw Highway, S.E.
Aumsville, OR 97235

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188

LAW OFFICES
OF
RONALD E. DUSEK, P.C.

BOX B., WEST LINN, OR 97068
HWY. 43 AT MARYLHURST DRIVE (503) 635-6234

January 19, 1984

Robert W. Gormsen
Commission Services
Department of Transportation
121 Transportation Building
Salem, Oregon 97310

Re: UPRR O'Xing (The Dalles)-
Fifteenmile Cr. Sec.
Columbia River Highway
Wasco County Contract No. 9627

Dear Mr. Gormsen:

This office represents Northwest Crack Sealing. I have enclosed with this letter a copy of a recapitulation and statement which had been sent by my client to the contractor on the above-mentioned job, White Buffalo Construction, Inc.

White Buffalo Construction, Inc. has not fully paid by client for all sums due them. They are currently entitled to $3,699.99 for materials and labor performed plus $1,014.76 which constitutes the retainage of five percent previously withheld on the materials and work earnings.

You had indicated to me that the Department would process my client's claim on the bond and would notify us if there was any problems or difficulties.

Thank you for your kind cooperation and if you have any questions, please do not hesitate to contact me.

Yours truly,

Ronald E. Dusek

RECEIVED
JAN 23 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RED:sw

Enc.

Northwest Crack Sealing

(503) 829-4718

32602 S. Hwy. 213
Molalla, Oregon
97038

UPRR O'XING (THE DALLES) - FIFTEENMILE CR.
COLUMBIA RIVER HWY., WASCO CO.
Oregon State Highway Division

Item #10: Longitudinal Joint Sealing

Materials:

materials paid by Oregon State D.O.T.	$11,440.60
retainage 5%	$572.03
check received 9/1/83	$10,868.57

Materials Left at Job:

18,780 lbs. @ $0.329 per lb	$6,178.62

Materials Used on Job:

derive from materials paid	$5,261.98

Work Completion 10/26/83:

5.57 miles @ $2,534.40 per mile	$14,116.60

Work Earnings:

less the material used on job	$8,854.62
retainage	$442.73
total work earnings	$8,411.89

RECEIVED
JAN 23 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Asphalt and concrete maintenance repair.

Northwest Crack Sealing

(503) 829-4718

32602 S. Hwy. 213
Molalla, Oregon
97038

Work Earnings Paid to Contractor:

5.57 mil @ $2,650 per mile	$14,760.50
less the material used on job	$5,261.98
sub total	$9,498.52
materials paid	$11,440.60
total paid to contractor	$20,939.12

RECEIVED
JAN 23 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Asphalt and concrete maintenance repair.

January 19, 1984

White Buffalo Construction
6653 Shaw Highway, S.E.
Aumsville, OR 97325

CON 5
#9627

Attention: Luther L. Clevenger

Gentlemen or Ladies:

Thank you for your letter of January 11, 1984, informing us that Rockline, Inc., has notified you that they have received a $100 payment from We Cut Concrete.

This was in connection with a claim filed by Rockline in the amount of $1,200 against Contract No. 9627 with you for work on the UPRR Overcrossing (The Dalles)-Fifteenmile Creek Section of the Columbia River Highway in Wasco County.

We have corrected our records to show this claim reduction to $1,100.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:dc

cc: Updegraff-Gardner Insurance Inc.
355 Pine Street, N.E.
Salem, OR 97303

Transamerica Insurance Company
1150 South Olive Street
Los Angeles, CA 90015

NOTED ON CARD
1-19-84

White Buffalo Construction

January 11, 1984

Mr. Robert W. Gormsen
Commission Services, rm 121
Department of Transportation
Transportation Building
Salem, OR 97310

ref: UPRROXING The Dalles, #9627. Response to notification of claim.

Mr. Gormsen,

The claimant, Rockline, Inc., has notified us that they have received a $100.00 payment from the subcontractor, We Cut Concrete, thus reducing the total claim from $1,200.00 to $1,100.00 . I would like to request that you notify all agencies, companies and parties referenced in your notification of December 30, 1983 of the reduction of the claim amount.

Sincerely,

Luther L. Clevenger

RECEIVED
JAN 13 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECYCLED PAPER

6653 Shaw Hwy. S.E. • Aumsville, Oregon 97325 • (503) 749-1861

9627

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

DATE: January 17, 1984

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

FROM: C. T. Keasey, P.E., P.L.S.
Construction Engineer

SUBJECT: Oregon Project IR-84-3(2)82
Contract No. 9627
UPRR O'Xing. (The Dalles)-Fifteen Mile
Creek Section
Columbia River Highway
Project Completion
HF0.4/5-OR

Attached is a letter from Robert C. Pool dated January 11, 1984, which establishes a review team consisting of Reid Meritt, Bill Quinn and Robert Pool. This team will inspect and report on the performance of the completed joint repairs over the next year or more if necessary.

CTK:DOC:mk

cc: W. E. Schwartz ✓
Gary Potter
J. Zotter
C. Manaton
R. C. Pool/attach.

DC/M57

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 17 '84
REFER TO
FOR
Info | Inves | R/D | O.R | Sign | Act | File

Form 734-3122

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IR-84-3(2)82
UPRR O'Xing (The Dalles) -
Fifteen Mile Creek Section
Columbia River Highway
Project Completion

Date: Janurary 10, 1984

From: Division Administrator

Reply to Attn of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Enigneer
Salem, Oregon

We have carefully considered Mr. Schwartz's memorandum of December 28, 1983, regarding completion of the above project.

We concur with his proposal to eliminate all work remaining under this contract, except minor corrective work, and to proceed with final acceptance and final payment in accordance with normal procedures. Our concurrence is based on the unexpected overrun of work experienced on the eastbound lanes and projected for the westbound lanes which will exceed project funding, and the need to observe and evaluate the performance of the joint repair work already completed.

We recommend that you establish a review team to make periodic inspections and reports on the performance of the completed joint repairs. The review period should extend over one or more winter seasons so that the work can be fully exposed to the environmental factors.

Original Signed By
DALE E. WILKEN
Division Administrator
Dale E. Wilken

cc:
OSHD (W E Schwartz)
OSHD (G Potter)
OSHD (C T Keasey)
Region (J Zotter)w/cy memo, 12/28/83
Region (C Manaton)w/cy memo, 12/28/83

RECEIVED
STATE HWY ENGR
JAN 11 '84
REFER TO Keasey
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ✓ File ☐

Orig to 1/12

Close contract & establish review team — WES

CL 84-3

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 4 1984
NORMA PAULUS
SECRETARY OF STATE

December 30, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9627

Rockline, Inc.
PO Box 758
The Dalles, OR 97058

Attention: Alice Linebarger
Secretary-Treasurer

Gentlemen or Ladies:

This will acknowledge the Notice of Claim received in our office December 22, 1983, concerning the following Highway Division contract:

FILED BY:	Rockline, Inc.
AMOUNT:	$1,200
FOR:	Equipment rental
AGAINST (Prime contractor)	White Buffalo Construction, Inc.
SUBCONTRACTOR:	We Cut Concrete
CONTRACT NO.:	9627
PROJECT:	UPRR Overcrossing (The Dalles)-Fifteenmile Creek Section, Columbia River Highway, Wasco County
SURETY:	Transamerica Insurance Co.
AGENT:	Updegraff-Gardner Insurance, Inc.

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, Oregon 97310) when your claim has been paid.

Sincerely,

ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
1-19-84
kjm

RECEIVED
JAN - 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: White Buffalo Construction, Inc.
Transamerica Insurance Co.
Updegraff-Gardner Insurance Inc.

✓bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF CLAIM

TO: Oregon State Highway Dept.

Att: Reid Merritt

Address: 3313 N. E. Rontage Road

The Dalles, Ore. 97058

NOTICE IS HEREBY GIVEN That the undersigned Rockline, Inc. has a claim for Rental of water tank with hose and fittings by Rockline, Inc. to We Cut Concrete P.O. Box 7071 Bend, Ore. 97708 in the sum of Twelve Hundred & 00/100---------- Dollars ($1,200.00) against the bondtaken from White Buffalo Co. as principal and Trans-American Insurance Co. as surety or sureties for the work of We Cut Concrete - Sub-Contractor on Oregon State Highway Dept. of Transportation Project - U.P. Railroad Overcrossing (The Dalles-Fifteenmile Creek Section)

[illegible]

Claimant Rockline, Inc.

By Alice Limbaugh

Title Sec.-Treas.

Address P.O. Box 758

The Dalles, Ore. 97058

RECEIVED
DEC 29 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Xerox recd 12-22-83
orig recd 12-29-83

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
THE DALLES, OR 97058
DECEMBER 19, 1983

FILE: CON 5
9627

Walter Bartel

FROM: Walter Bartel,
Asst. Project Manager

TO: Dale Allen,
Region Engineer

SUBJECT: Notice of Claim
UPRR O'Xing (The Dalles)-
Fifteenmile Cr. Sec.
Columbia River Highway
Wasco County
Contract No. 9627

Enclosed for your information and forwarding to the Department's Office of Intergovernmental and Public Affairs (Commission Services Section), please find a claim notice with attachments addressed to this office and filed by Rockline, Inc. against White Buffalo Construction's bond for the referenced project. Rockline, Inc. has filed a $1,204.00 lien against the prime contractor for failing to pay the equipment rental charges incurred by We Cut Concrete, subcontractor to White Buffalo, for the rental of a water tank with hose and fittings.

As referred to in Mrs. Linebarger's letter dated December 16, 1983, We Cut Concrete has failed to make restitution because of the prime contractor's delay in processing monthly progress payments to his subcontractor for work completed.

WGB

RECEIVED
DEC 22 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Files
Bryant Jackmond w/attach.
Bob Pool w/attach.

cc: Bob Jorgensen
TAA
Bob Pool
12-21-83

ROE RE ROE PLA FAE
RTE RECEIVED OEO
RUE DEC 21 1983 RCA
RSO REGION 4 RSE
ASSIGNED________

NOTICE OF CLAIM

TO: Oregon State Highway Dept.
Att: Reid Merritt
Address: 3313 N. E. Rontage Road
The Dalles, Ore. 97058

NOTICE IS HEREBY GIVEN That the undersigned Rockline, Inc. has a claim for Rental of water tank with hose and fittings by Rockline, Inc. to We Cut Concrete P.O. Box 7071 Bend, Ore. 97708 in the sum of Twelve Hundred & 00/100---------- Dollars ($1,200.00) against the bondtaken from White Buffalo Co. as principal and Trans-American Insurance Co. as surety or sureties for the work of We Cut Concrete - Sub-Contractor on Oregon State Highway Dept. of Transportation Project - U.P. Railroad Overcrossing (The Dalles-Fifteenmile Creek Section)

M

Claimant Rockline, Inc.
By Alice Limbaugh
Title Sec.-Treas.
Address P.O. Box 758
The Dalles, Ore. 97058

RECEIVED
DEC 22 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM No. 1162— [illegible] Any Claimant Except an Original Contractor. STEVENS-NESS LAW PUB. CO. PORTLAND, OR 97204

(Note: If claimant is an original contractor, use S-N Form No. 1161).

KNOW ALL MEN BY THESE PRESENTS: *The undersigned, hereinafter called the claimant, has performed labor, transported or furnished materials and/or rented equipment under a contract between claimant and* We Cut Concrete *who was the* ☐ *original contractor,* ☒ *subcontractor,* ☐ *construction agent or* ☐ *other person (indicate which) having charge of the construction of that certain improvement known as* White Buffalo Co. Inc. Contract # 9627 *situated upon certain land in the County of* Wasco*, State of Oregon, which is the site of said improvement, described as follows:*

U.P. Railroad Overcrossing (The Dalles - Fifteenmile Creek Section)
Oregon State Highway Dept. of Transportation

The address of said improvement, if known (if unknown, so state) is Oregon State Highway Dept. 3313 N. E. Frontage Road I-84 *in the City of* The Dalles*, in said county and state.*

The name of the owner or reputed owner of said land is Oregon State*, who at all times herein mentioned had knowledge of the construction of said improvement.*

The name of the person by whom claimant was employed or to whom he furnished said materials and for whom he performed said labor and/or rented equipment is Rockline, Inc.

Claimant commenced his performance of said contract on 7-11*, 19*83*, and completed same on* 10-12*, 19*83*, after which he ceased to provide labor, transport or furnish materials and/or rent equipment.*

A Notice of Right to Lien in the form required by §5, Ch. 757, Oregon Laws 1981, was delivered in person or delivered by registered or certified mail, to said owner on 11-15*, 19*83*, and this lien covers only those materials and that labor provided after a date which is ten (10) days before said Notice of Right to Lien was delivered or mailed.*

The following is a true statement of claimant's demand after deducting all just credits and offsets, to-wit:

The reasonable value of claimant's labor, materials and equipment is:

Labor	$
Materials	$
Equipment	$1,200.00
	$
Recording fees	$ 4.00
Total	$1,204.00
Less all just credits and offsets	$
Balance due claimant	$1,204.00

Claimant claims a lien for the amount last stated upon the said improvement and upon the site, to-wit: the land upon which said improvement is constructed, together with the land that may be required for the convenient use and occupation of the improvement constructed on said site, to be determined by the court at the time of the foreclosure of this lien.

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter and the singular includes the plural, as the circumstances may require.

Dated Nov. 15*, 19*83

Rockline, Inc.
Alice Leinbarger Sec.-Trea.
Claimant

— OVER —

NOTE: THIS FORM IS TO BE USED ONLY FOR CONSTRUCTION COMMENCED AFTER JANUARY 1, 1982.

832584(2)

STATE OF OREGON, County of Wasco *ss.*

I, Alice Lineberger *, being first duly sworn, depose and say: that I am the* Secretary Treasurer of Rockline, Inc. *claimant named in the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct as I verily believe.*

Alice Lineberger

Subscribed and sworn to before me this 15th *day of* November *, 19* 83

Dorothy E. Getz
DOROTHY E. GETZ
NOTARY PUBLIC-OREGON
My Commission Expires 5-3-85

(SEAL) *Notary Public for Oregon. My commission expires* 5/3/85

ORS 87.005. "Original contractor" means a contractor who has a contractural relationship with the owner"; a subcontractor does not.

The foregoing lien is created by subsection 1 of ORS 87.010. Section ORS 87.035 provides: "Every person claiming a lien under subsection (1) or (2) of ORS 87.010 shall file the claim not later than 90 days after he has ceased to provide labor, rent equipment or furnish materials or 60 days after completion of construction, whichever is earlier." Also that the lien claim "shall be filed for recording with the recording officer of the county or counties in which the improvement, or some part thereof, is situated."

***NOTICE TO THE OWNER** of the land described in the foregoing copy of claim of lien:*

Please be advised that the original claim of lien of which the foregoing is a true copy was filed and recorded in the office of the recording officer of Wasco *County, Oregon, on* Nov. 5 *, 19* 83

Rockline, Inc.
Claimant

By Alice Lineberger ec.-Tres.

ORS 87.039 provides:

"A person filing a claim for a lien as provided by ORS 87.035 shall deliver to the owner a notice in writing that the claim has been filed. The notice shall be delivered not later than 20 days after the date of filing."

CLAIM OF
CONSTRUCTION LIEN
OTHER THAN ORIGINAL CONTRACTOR
(Form No. 1162)

Lien Claimant

Owner

AFTER RECORDING RETURN TO

Mikrofilm No. 832584 (2)

FILED WASCO
HE DALLES OR
NOV 15 10 57 AM '83
SUE A
COUNTY CLERK

STATE OF OREGON, County of Wasco, } ss

I certify that this document was received and recorded in the BUNDLED records.

Sue A. Proffitt, County Clerk

by DB Deputy

Return to Rockline Inc.

RECEIVED
DEC 22 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROCKLINE, INC.
P. O. Box 758 • The Dalles, Oregon 97058

Dec. 16, 1983

Luther L. Clevenger
White Buffalo Construction
6653 Shaw Hwy. S. E.
Aumsville, Ore. 97325

Dear Mr. Clevenger:

In reply to yourletter dated December 7, 1983, enclosed is a copy of the billing that was given to Wayne Lanham of We Cut Concrete.

I have talked to Mr. Lanham several times by phone in connection with payment of this bill. Mr. Lanham has promised payment upon payment from your company.

I have also contacted Mr. Reid Merrit's office on two occasions to find out when progress payments would be made to your company but so far I have not been able to get satisfaction from any source. This left me no alternative to to proceed as I have done.

I have also contacted your bonding company Trans-American Ins. Co. I talked directly to Don Butler.

Mr. Lanham called this office the other day and promised a payment [illegible] not received.

Sincerely yours,

Alice Linebarger

Alice Linebarger
Sec.-Treas.

c.c. We Cut Concrete
Trans-American Insurance Co.
Oregon State Highway Dept.

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DEC 22 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

White Buffalo Construction

December 7, 1983

Certified Mail- Return Receipt

Ms. Alice Linebarger
Rockline, Inc.
P.O. Box 758
The Dalles, OR 97058

ref: #9627; response to letter dated 11-15-83.

Ms. Linebarger,

I acknowledge your letter dated November 15, 1983. As per my telephone conversation with you we are very concerned that you have made no apparent effort to collect the claimed amount from your creditor We Cut Concrete. Mr. Wayne Lanham of We Cut Concrete claims that you have never even invoiced his firm. We first expect you to make every effort to collect this sum from We Cut Concrete. At this point I will ask you to furnish to me all documents relative to this claim, including rental agreements, invoices, statements, letters to We Cut Concrete demanding payment, notice of filing of suit, assignment of account for collection and any other pertinent information that would be useful to us in making our determination.

Please contact me if you have any questions.

Sincerely,

[illegible] L. [illegible]

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DEPARTMENT OF TRANSPORTATION

RECYCLED PAPER

6653 Shaw Hwy. S.E. • Aumsville, Oregon 97325 • (503) 749-1861

ROCKLINE, INC.
Post Office Box 758
The Dalles, Oregon 97058

THE DALLES
DEC 16 '83
OREG.

55

TURN RECEIPT
REQUESTED

CLAIM CHECK NO.
469317

☐ HOLD

DATE

1ST NOTICE

2ND NOTICE

RETURN

Detached from
PS Form 3849—A
Oct. 1980

Reid Merritt
O.S.H.D.
3313 N. E. Frontage [illegible]
The Dalles, Ore. 970

CERTIFIED
P 489 778 993
MAIL

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COMMISSION SERVICES
EPARTMENT OF TRANSPORTATION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
c/o
W. Reid Meritt, Project Manager
3313 N. E. Frontage Road
The Dalles, Oregon 97058

In Reply Refer to
File No CON 5
9338
9627

September 30, 1983

Hood River Sand & Gravel
2630 Old Columbia River Dr.
Hood River, Oregon 97031

Re: Bonding Information
Polallie Creek - Mt. Hood
Contract No. 9338
[redacted]ing (The Dalles) -
Creek
9627

Gentlemen:

The following is the information requested in your letter of September 27, 1983, regarding the bonding companies for Roy E. Ladd, Inc. and White Buffalo Construction for the referenced projects.

Contract 9338	Industrial Indemnity 421 S. E. 6th Avenue Portland, Oregon 97204
Contract 9627	Transamerica Insurance Co. Updegraff - Gardner Ins., Inc. 355 Pine Street N. E. Salem, Oregon 97303

Sincerely,

Ass't. Project Manager

WGB/hc

cc:

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COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Northwest
Crack Sealing

(503) 829-4718

32602 S. Hwy. 213
Molalla, Oregon
97038

November 28, 1983

Highway Division
Oregon Department of Transportation
3313 N.E. Frontage Road
The Dalles, Oregon 97058

Attention: Reed Merritt

This letter is pertaining to the possible termination of UPRR O'XING (THE DALLES) - FIFTEENMILE CR., COLUMBIA RIVER., WASCO CO., Oregon State Highway Division. If this project is terminated we request an immediate notification.

A return letter would be appreciated.

M 12-5 dl

Sincerely,

Marvin Boyd

Marvin Boyd, President
NORTHWEST CRACK SEALING

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DEPARTMENT OF TRANSPORTATION

Asphalt and concrete maintenance repair.

Hood River Sand, Gravel, & Ready-Mix, Inc.

Concrete to all Specifications

HOOD RIVER, OREGON 97031 • PHONE (503) 386-1400

September 27, 1983

Oregon State Highway Division
3313 NE Frontage Road
The Dalles, Oregon 97058

Gentlemen:

Would you please send us the bonding company information for Roy E. Ladd with reference to the Highway 35 project.

Also, please send us the same for White Buffalo Company doing the patching job on I-84 at The Dalles.

Thank you for your assistance.

Sincerely,

DUBBER ZORZA

RECEIVED
DEC 22 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Hood River Sand, Gravel, & Ready-Mix, Inc.

Concrete to all Specifications

HOOD RIVER, OREGON 97031 • PHONE (503) 386-1400

December 1, 1983

WHITE BUFFALO
6653 Shaw Highway S.E.
Aumsville, Oregon 97325

RE: NON PAYMENT OF ACCOUNT
I-84 EAST BOUND - THE DALLES (UP CROSSING CONTRACT #9627)

Gentlemen:

As you are aware, we have supplied material for your use which has been incorporated in the above captioned project, for which we remain unpaid in the present amount of $1,261.43 plus service charges of $75.68 totalling $1,337.11.

Please be advised that if we have not received payment within ten (10) days of the date of this request, we will be obliged to proceed under the Miller Act to effect recovery for all of our unpaid materials.

We trust that this will not be necessary.

Sincerely,

Dubber Zorza
DUBBER ZORZA
MANAGER

D.

CC: Transamerican Insurance
Oregon State Highway Division

DEC 02 1983

FILE

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DEC 22 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

ROCKLINE, INC.

P. O. BOX 758 • THE DALLES, OREGON 97058

Nov. 15, 1983

White Buffalo Co. Inc.
6653 Shaw Highway S. E.
Ausmville, Ore. 97325

Dear Sir:

This letter is to officially inform you, to our claim of $1,200.00, due our company, from We Cut Concrete.

This claim is for water tank rental on your job with the Oregon State Highway Dept. Contract Number 9627.

Sincerely yours,

Alice Linebarger
Alice Linebarger
Sec.-Treas.

[illegible]
[illegible] Highway Dept.
[illegible]
The Dalles, Ore. 97058

[illegible]
Bend, Ore. [illegible]

Don Butler
Trans-America Insurance
[illegible]
Portland, Ore. [illegible]

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DEC 22 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM No. 1162—CONSTRUCTION LIEN— Any Contractor Except an Original Contractor.
OL If claimant is an original contractor, use S-N Form No. 1161).

STEVENS-NESS LAW PUB. CO., PORTLAND, OR.

KNOW ALL MEN BY THESE PRESENTS: The undersigned, hereinafter called the claimant, has performed labor, transported or furnished materials and/or rented equipment under a contract between claimant and We Cut Concrete who was the ☐ original contractor, ☒ subcontractor, ☐ construction agent or ☐ other person (indicate which) having charge of the construction of that certain improvement known as White Buffalo Co. Inc. Contract # 9627 situated upon certain land in the County of Wasco, State of Oregon, which is the site of said improvement, described as follows:

U.P. Railroad Overcrossing (The Dalles - Fifteenmile Creek Section)
Oregon State Highway Dept. of Transportation

The address of said improvement, if known (if unknown, so state) is Oregon State Hi[illegible] Dept. 3313 N. E. Frontage Road I-[illegible] in the City of The Dalles, in said county and state.

The name of the owner or reputed owner of said land is Oregon State, who at all times herein mentioned had knowledge of the construction of said improvement.

The name of the person by whom claimant was employed or to whom he furnished said materials and for whom he performed said labor and/or rented equipment is Rockline, Inc.

Claimant commenced his performance of said contract on 7-11, 19 , and completed same on 10-12, 1983, after which he ceased to provide labor, transport or furnish materials and/or rent equipment.

A Notice of Right to Lien in the form required by §5, Ch. 757, Oregon Laws 1981, was delivered in person or delivered by registered or certified mail, to said owner on 11-15, 19 , and this lien covers only those materials and that labor provided after a date which is ten (10) days before said Notice of Right to Lien was delivered or mailed.

The following is a true statement of claimant's demand after deducting all just credits and offsets, to-wit:

The reasonable value of claimant's labor, materials and equipment is:

Labor	
Materials	$
Equipment	$
	$1,200.00
Recording fees	$
Total	$ 4.00
Less all just credits and offsets	$1,204.00
Balance due claimant	$
	$1,204.00

Claimant claims a lien for the amount last stated upon the said improvement and upon the site, to-wit: the land upon which said improvement is constructed, together with the land that may be required for the convenient use and occupation of the improvement constructed on said site, to be determined by the court at the time of the foreclosure of this lien.

In construing this instrument, the masculine pronoun means and includes the feminine and the neuter and the singular includes the plural, as the circumstances may require.

Dated Nov. 15, 1983

Rockline, Inc.
Alice Linebarger Sec.-Trea.
Claimant

RECEIVED
DEPARTMENT OF TRANSPORTATION

— OVER —

NOTE: THIS FORM IS TO BE USED ONLY FOR CONSTRUCTION COMMENCED AFTER JANUARY 1, 1982.

832584(2)

832584

STATE OF OREGON, County of Wasco *ss.*

I, Alice Linebarger *, being first duly sworn, depose and say: that I am the* Secretary Treasurer of Rockline, Inc. *claimant named in the foregoing instrument; that I have knowledge of the facts therein set forth; that all statements made in said instrument are true and correct as I verily believe.*

Alice Linebarger

Subscribed and sworn to before me this 15th *day of* November *, 19* 83

Dorothy E. Getz
DOROTHY E. GETZ
NOTARY PUBLIC-OREGON
My Commission Expires 5-3-85

(SEAL) *Notary Public for Oregon. My commission expires* 5/3/85

ORS 87.005. "Original contractor" means a contractor who has a contractual relationship with the owner"; a subcontractor does not.

The foregoing lien is created by subsection 1 of ORS 87.010. Section ORS 87.035 provides: "Every person claiming a lien under subsection (1) or (2) of ORS 87.010 shall file the claim not later than 90 days after he has ceased to provide labor, rent equipment or furnish materials or 60 days after completion of construction, whichever is earlier." Also that the lien claim "shall be filed for recording with the recording officer of the county or counties in which the improvement, or some part thereof, is situated."

NOTICE TO THE OWNER of the land described in the foregoing copy of claim of lien:

Please be advised that the original claim of lien of which the foregoing is a true copy was filed and recorded in the office of the recording officer of Wasco *County, Oregon, on* Nov. 15 *, 19* 83

Rockline, Inc.
Claimant
By Alice Linebarger Sec.-Tras.

ORS 87.039 provides:
"A person filing a claim for a lien as provided by ORS 87.035 shall deliver to the owner a notice in writing that the claim has been filed. The notice shall be delivered not later than 20 days after the date of filing."

CLAIM OF
CONSTRUCTION LIEN
OTHER THAN ORIGINAL CONTRACTOR
(Form No. 1162)

Lien Claimant

Owner

AFTER RECORDING RETURN TO

RECEIVED
DEPARTMENT OF TRANSPORTATION

Microfilm No. 832584 (2)

FILED WASCO CTY
HE DALLES OR
NOV 15 10 57 AM '83
SUE A. PROFFITT
COUNTY CLERK

STATE OF OREGON
STATE OF OREGON, } ss.
County of Wasco,
I certify that this document was received and recorded in the records.
Sue A. Proffitt, County Clerk
By DB Deputy
Return to: Rockline Inc.

CL 8476

√bc: Secretary of State -
Please acknowledge
receipt of the attached
claim on the enclosed
copy of this letter.

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

December 28, 1983

IN REPLY REFER TO
FILE NO.:
CON 5
#9627

FILED
JAN 4 1984
NORMA PAULUS
SECRETARY OF STATE

Forcum & Parker
Attention: Richard E. Forcum
Attorneys at Law
1101 NW Bond Street
Bend, OR 97701

Gentlemen:

This will acknowledge your letter of December 16, 1983, on behalf of We Cut Concrete filing a claim against the following Highway Division contract:

FILED BY:	We Cut Concrete
AMOUNT:	$26,976.20
FOR:	Labor and materials
AGAINST (Prime contractor)	White Buffalo Construction, Inc.
CONTRACT NO.:	9627
PROJECT:	UPRR Overcrossing (The Dalles)-Fifteenmile Creek Section, Columbia River Highway, Wasco County
SURETY:	Transamerica Insurance Co.
AGENT:	Updegraff-Gardner Insurance Co.

We will advise the surety, agent, and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

The State has a policy of not making payment directly to claimants. We cannot withhold funds from the prime contractor unless requested by the surety.

If you do not receive response from the filing of this claim, you may wish to contact the surety directly. The bond provided by the contractor assures payment if the contractor for some reason is unable to pay.

Please advise this office when your client's claim has been paid.

Sincerely,
ORIGINAL SIGNED
ROBERT W. GORMSEN
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN - 5 1984
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
1-19-84
kjm

cc: White Buffalo Const., Inc.
Transamerica Insurance Co.
Updegraff-Gardner Insurance Co.

731-0188

Forcum
& Parker
ATTORNEYS AT LAW

IN REPLY, REFER TO OUR
FILE NO.
8124

December 16, 1983

State of Oregon
Transportation Commission
Room 121, Transporation Building
Salem, OR 97310

Attention: Bob Gormson

RE: Contract No. 9627, UPRR O'XING (The Dalles) -
FIFTEEN MILE CREEK; WHITE BUFFALO CONSTRUCTION

Gentlemen:

I represent Wayne D. Lannen, owner of We Cut Concrete, who was employed as one of the subcontractors on Contract No. 9627, by the prime contractor, White Buffalo Construction, Inc. I am enclosing a copy of the subcontract for information.

Between June 6, 1983 and October 6, 1983, my client furnished labor and materials to cut the concrete on the highway and the transverse joint. The contract price was $.48/lineal foot for the highway, and $.50/foot for the transverse joint; he cut a total of 61,097.60 lineal feet on the pavement, and 7,024 feet for the transverse joint.

In addition, he is entitled to: extra charges for cutting steel reinforcing which was not disclosed to him prior to the time he made his bid; extra charges for down-time during a State imposed stop work; and extra charges for your extra hours of cutting requested by the State. It is my understanding that these extra charges have been approved by State officials.

The breakdown of the charges and credits is:

Contract

61,097.60 lineal feet at $.48/ft.=	$29,326.84
7,024. transverse feet at $.50/ft.=	$ 3,512.00
Extra charge for steel=	$16,400.00
Charge for stop work=	$ 1,162.50
4 hours at $65./hour=	$ 260.00
TOTAL CLAIM:	$50,661.34
LESS AMOUNTS RECEIVED	-$23,685.14
TOTAL NOW DUE & OWING	$26,976.20

In talking with Bob Gormson of your office, it is my understanding that this information is sufficient to allow the filing of the claim against White Buffalo's bond pursuant to ORS

1101 N.W. Bond Street/Bend, Oregon 97701/(503) 389-6964

RICHARD E. FORCUM / LEONARD C. PARKER / Of Counsel: E.G. Nilsson

Associate: DAVID E. PAULSON

279.528, and that your office will take care of filing the claim and mailing the required notices.

If my understanding is not correct, please contact me immediately so that I may file the claim and give the notices myself.

After my discussion with Mr. Gormson, I read the statutes dealing with public contract, and it appears to me that under ORS 279.314 you have the authority to pay my client directly and deduct that payment from future payments to White Buffalo, without the necessity of a claim against White Buffalo's bond.

Because my client is a small businessman, this non-payment by White Buffalo has caused him great financial difficulty; he has been unable to pay some of his suppliers, and has become delinquent in some of his financial obligations. Naturally, he needs prompt payment of this bill to White Buffalo.

It seems that ORS 279.314 was designed to apply in cases just like this, and I urge you to consider that remedy in this particular case.

Very truly yours,

Richard E. Forcum

RICHARD E. FORCUM
REF:vc
cc: Wayne Lannen
cc: Bob Poole - Region Operation Engineer, State Hwy. Department

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DEC 19 1983
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

THE AMERICAN INSTITUTE OF ARCHITECTS

AIA Document A401

SUBCONTRACT

Standard Form of Agreement Between Contractor and Subcontractor

1978 EDITION

Use with the latest edition of the appropriate AIA Documents as follows:

A101, Owner-Contractor Agreement — Stipulated Sum
A107, Abbreviated Owner-Contractor Agreement with General Conditions
A111, Owner-Contractor Agreement — Cost plus Fee
A201, General Conditions of the Contract for Construction.

THIS DOCUMENT HAS IMPORTANT LEGAL CONSEQUENCES; CONSULTATION WITH AN ATTORNEY IS ENCOURAGED WITH RESPECT TO ITS COMPLETION OR MODIFICATION

This document has been approved and endorsed by the American Subcontractors Association and the Associated Specialty Contractors, Inc.

AGREEMENT

made as of the Eighth day of June in the year Nineteen Hundred and Eighty Three

BETWEEN the Contractor: White Buffalo Construction Inc.
6653 Shaw Hwy S.E. Aumsville, OR 97325

and the Subcontractor: We Cut Concrete
P.O. Box 7071
Bend, OR

The Project: #9627, UPRR O'XING (The Dalles)- FIFTEENMILE CR.

The Owner: Oregon State Highway Division

The Architect: Owner

The Contractor and Subcontractor agree as set forth below.

Copyright 1915, 1925, 1937, 1951, 1958, 1961, 1963, 1966, 1967, 1972, © 1978 by the American Institute of Architects, 1735 New York Avenue, N.W., Washington, D.C. 20006. Reproduction of the material herein or substantial quotation of its provisions without permission of the AIA violates the copyright laws of the United States and will be subject to legal prosecution.

ARTICLE 1
THE CONTRACT DOCUMENTS

1.1 The Contract Documents for this Subcontract consist of this Agreement and any Exhibits attached hereto, the Agreement between the Owner and Contractor dated as of April 19, 1983, the Conditions of the Contract between the Owner and Contractor (General, Supplementary and other Conditions), the Drawings, the Specifications, all Addenda issued prior to and all Modifications issued after execution of the Agreement between the Owner and Contractor and agreed upon by the parties to this Subcontract. These form the Subcontract, and are as fully a part of the Subcontract as if attached to this Agreement or repeated herein.

1.2 Copies of the above documents which are applicable to the Work under this Subcontract shall be furnished to the Subcontractor upon his request. An enumeration of the applicable Contract Documents appears in Article 15.

ARTICLE 2
THE WORK

2.1 The Subcontractor shall perform all the Work required by the Contract Documents for concrete cutting.

(Here insert a precise description of the Work covered by this Subcontract and refer to numbers of Drawings and pages of Specifications including Addenda, Modifications and accepted Alternates.)

Concrete cutting for pavement patching and transverse joint.

ARTICLE 3
TIME OF COMMENCEMENT AND SUBSTANTIAL COMPLETION

3.1 The Work to be performed under this Subcontract shall be commenced by approximately June 13, 1983 and, subject to authorized adjustments, shall be substantially completed not later than September 25, 1983.

(Here insert the specific provisions that are applicable to this Subcontract including any information pertaining to notice to proceed or other method of modification for commencement of Work, starting and completion dates, or duration, and any provisions for liquidated damages relating to failure to complete on time.)

3.2 Time is of the essence of this Subcontract.

3.3 No extension of time will be valid without the Contractor's written consent after claim made by the Subcontractor in accordance with Paragraph 11.10.

ARTICLE 4
THE CONTRACT SUM

4.1 The Contractor shall pay the Subcontractor in current funds for the performance of the Work, subject to additions and deductions authorized pursuant to Paragraph 11.9, the Contract Sum of unit price dollars ($ unit price

The Contract Sum is determined as follows:

(State here the base bid or other lump sum amount, accepted alternates, and unit prices, as applicable.)

Fifty cents per lineal foot for the transverse joint.
Forty Eight cents per lineal foot for cutting the pavement patch two inches deep.
Prices are based on the estimated amounts as shown in the spec's and the drawings. CLC W.T.Z.

©1978 • THE AMERICAN INSTITUTE OF ARCHITECTS, 1735 NEW YORK AVE., N.W., WASHINGTON, D.C. 20006

ARTICLE 5
PROGRESS PAYMENTS

5.1 The Contractor shall pay the Subcontractor monthly progress payments in accordance with Paragraph 12.4 of this Subcontract.

5.2 Applications for monthly progress payments shall be in writing and in accordance with Paragraph 11.8, shall state the estimated percentage of the Work in this Subcontract that has been satisfactorily completed and shall be submitted to the Conractor on or before the twenty eighth day of each month.

(Here insert details on (1) payment procedures and date of monthly applications, or other procedure if on other than a monthly basis, (2) the basis on which payment will be made on account of materials and equipment suitably stored at the site or other location agreed upon in writing, and (3) any provisions consistent with the Contract Documents for limiting or reducing the amount retained after the Work reaches a certain stage of completion.)

Subcontractor shall submit to the Contractor all applicable payroll reports as required by the Owner in a timely and correct manner.

5.3 When the Subcontractor's Work or a designated portion thereof is substantially complete and in accordance with the Contract Documents, the Contractor shall, upon application by the Subcontractor, make prompt application for payment of such Work. Within thirty days following issuance by the Architect of the Certificate for Payment covering such substantially completed Work, the Contractor shall, to the full extent provided in the Contract Documents, make payment to the Subcontractor of the entire unpaid balance of the Contract Sum or of that portion of the Contract Sum attributable to the substantially completed Work, less any portion of the funds for the Subcontractor's Work withheld in accordance with the Certificate to cover costs of items to be completed or corrected by the Subcontractor.

(Delete the above Paragraph if the Contract Documents do not provide for, and the Subcontractor agrees to forego, release of retainage for the Subcontractor's Work prior to completion of the entire Project.)

5.4 Progress payments or final payment due and unpaid under this Subcontract shall bear interest from the date payment is due at the rate entered below or, in the absence thereof, at the legal rate prevailing at the place of the Project.

(Here insert any rate of interest agreed upon.)

(Usury laws and requirements under the Federal Truth in Lending Act, similar state and local consumer credit laws and other regulations at the Owner's, Contractor's and Subcontractor's principal places of business, the location of the Project and elsewhere may affect the validity of this provision. Specific legal advice should be obtained with respect to deletion, modification, or other requirements such as written disclosures or waivers.)

ARTICLE 6
FINAL PAYMENT

6.1 Final payment, constituting the entire unpaid balance of the Contract Sum, shall be due when the Work described in this Subcontract is fully completed and performed in accordance with the Contract Documents and is satisfactory to the Architect, and shall be payable as follows, in accordance with Article 5 and with Paragraph 12.4 of this Subcontract:

(Here insert the relevant conditions under which or time in which final payment will become payable.)

Contractor to make final payment to Subcontractor within seven (7) days of receiving same.

6.2 Before issuance of the final payment, the Subcontractor, if required, shall submit evidence satisfactory to the Contractor that all payrolls, bills for materials and equipment, and all known indebtedness connected with the Subcontractor's Work have been satisfied.

ARTICLE 7
PERFORMANCE BOND AND LABOR AND MATERIAL PAYMENT BOND

(Here insert any requirement for the furnishing of bonds by the Subcontractor.)

TEMPORARY FACILITIES AND SERVICES

8.1 Unless otherwise provided in this Subcontract, the Contractor shall furnish and make available at no cost to the Subcontractor the following temporary facilities and services:

Contractor to provide flagging and temporary protection and direction of traffic. Contractor to assist in hauling water. Contractor to blow transverse joint to clean out loose debris.

ARTICLE 9
INSURANCE

9.1 Prior to starting work, the Subcontractor shall obtain the required insurance from a responsible insurer, and shall furnish satisfactory evidence to the Contractor that the Subcontractor has complied with the requirements of this Article 9. Similarly, the Contractor shall furnish to the Subcontractor satisfactory evidence of insurance required of the Contractor by the Contract Documents.

9.2 The Contractor and Subcontractor waive all rights against each other and against the Owner, the Architect, separate contractors and all other subcontractors for damages caused by fire or other perils to the extent covered by property insurance provided under the General Conditions, except such rights as they may have to the proceeds of such insurance.

(Here insert any insurance requirements and Subcontractor's responsibility for obtaining, maintaining and paying for necessary insurance with limits equalling or exceeding those specified in the Contract Documents and inserted below, or required by law. If applicable, this shall include fire insurance and extended coverage, public liability, property damage, employer's liability, and workers' or workmen's compensation insurance for the Subcontractor and his employees. The insertion should cover provisions for notice of cancellation, allocation of insurance proceeds, and other aspects of insurance.)

Subcontractor to provide Contractor with certificates of insurance coverage for liability, automotive and workmen's compensation in the amounts required by the Contract.

ARTICLE 10
WORKING CONDITIONS

(Here insert any applicable arrangements concerning working conditions and labor matters for the Project.)

Subcontractor to coordinate all work with the Contractor. Subcontractor to work diligently and make every effort to have his work coincide with the work requirements. Subcontractor to perform all work in conjunction with the Contractors operations.

A standby rate of \$35.00 hour to be applied for delays to subcontractor work. Documentation shall be required to determine the responsible party. C.L.C.

WDZ.

GENERAL CONDITIONS

ARTICLE 11

SUBCONTRACTOR

11.1 RIGHTS AND RESPONSIBILITIES

11.1.1 The Subcontractor shall be bound to the Contractor by the terms of this Agreement and, to the extent that provisions of the Contract Documents between the Owner and Contractor apply to the Work of the Subcontractor as defined in this Agreement, the Subcontractor shall assume toward the Contractor all the obligations and responsibilities which the Contractor, by those Documents, assumes toward the Owner and the Architect, and shall have the benefit of all rights, remedies and redress against the Contractor which the Contractor, by those Documents, has against the Owner, insofar as applicable to this Subcontract, provided that where any provision of the Contract Documents between the Owner and Contractor is inconsistent with any provision of this Agreement, this Agreement shall govern.

11.1.2 The Subcontractor shall not assign this subcontract without the written consent of the Contractor, nor subcontract the whole of this Subcontract without the written consent of the Contractor, nor further subcontract portions of this Subcontract without written notification to the Contractor when such notification is requested by the Contractor. The Subcontractor shall not assign any amounts due or to become due under this Subcontract without written notice to the Contractor.

11.2 EXECUTION AND PROGRESS OF THE WORK

11.2.1 The Subcontractor agrees that the Contractor's equipment will be available to the Subcontractor only at the Contractor's discretion and on mutually satisfactory terms.

11.2.2 The Subcontractor shall cooperate with the Contractor in scheduling and performing his Work to avoid conflict or interference with the work of others.

11.2.3 The Subcontractor shall promptly submit shop drawings and samples required in order to perform his Work efficiently, expeditiously and in a manner that will not cause delay in the progress of the Work of the Contractor or other subcontractors.

11.2.4 The Subcontractor shall furnish periodic progress reports on the Work as mutually agreed, including information on the status of materials and equipment under this Subcontract which may be in the course of preparation or manufacture.

11.2.5 The Subcontractor agrees that all Work shall be done subject to the final approval of the Architect. The Architect's decisions in matters relating to artistic effect shall be final if consistent with the intent of the Contract Documents.

11.2.6 The Subcontractor shall pay for all materials, equipment and labor used in, or in connection with, the performance of this Subcontract through the period covered by previous payments received from the Contractor, and shall furnish satisfactory evidence, when requested by the Contractor, to verify compliance with the above requirements.

11.3 LAWS, PERMITS, FEES AND NOTICES

11.3.1 The Subcontractor shall give all notices and comply with all laws, ordinances, rules, regulations and orders of any public authority bearing on the performance of the Work under this Subcontract. The Subcontractor shall secure and pay for all permits and governmental fees, licenses and inspections necessary for the proper execution and completion of the Subcontractor's Work, the furnishing of which is required of the Contractor by the Contract Documents.

11.3.2 The Subcontractor shall comply with Federal, State and local tax laws, social security acts, unemployment compensation acts and workers' or workmen's compensation acts insofar as applicable to the performance of this Subcontract.

11.4 WORK OF OTHERS

11.4.1 In carrying out his Work, the Subcontractor shall take necessary precautions to protect properly the finished work of other trades from damage caused by his operations.

11.4.2 The Subcontractor shall cooperate with the Contractor and other subcontractors whose work might interfere with the Subcontractor's Work, and shall participate in the preparation of coordinated drawings in areas of congestion as required by the Contract Documents, specifically noting and advising the Contractor of any such interference.

11.5 SAFETY PRECAUTIONS AND PROCEDURES

11.5.1 The Subcontractor shall take all reasonable safety precautions with respect to his Work, shall comply with all safety measures initiated by the Contractor and with all applicable laws, ordinances, rules, regulations and orders of any public authority for the safety of persons or property in accordance with the requirements of the Contract Documents. The Subcontractor shall report within three days to the Contractor any injury to any of the Subcontractor's employees at the site.

11.6 CLEANING UP

11.6.1 The Subcontractor shall at all times keep the premises free from accumulation of waste materials or rubbish arising out of the operations of this Subcontract. Unless otherwise provided, the Subcontractor shall not be held responsible for unclean conditions caused by other contractors or subcontractors.

11.7 WARRANTY

11.7.1 The Subcontractor warrants to the Owner, the Architect and the Contractor that all materials and equipment furnished shall be new unless otherwise specified, and that all Work under this Subcontract shall be of good quality, free from faults and defects and in conformance with the Contract Documents. All Work not conforming to these requirements, including substitutions not properly approved and authorized, may be considered defective. The warranty provided in this Paragraph 11.7 shall be in addition to and not in limitation of any other warranty or remedy required by law or by the Contract Documents.

11.8 APPLICATIONS FOR PAYMENT

11.8.1 The Subcontractor shall submit to the Contractor applications for payment at such times as stipulated in Article 5 to enable the Contractor to apply for payment.

11.8.2 If payments are made on the valuation of Work done, the Subcontractor shall, before the first application, submit to the Contractor a schedule of values of the various parts of the Work aggregating the total sum of this Subcontract, made out in such detail as the Subcontractor and Contractor may agree upon or as required by the Owner, and supported by such evidence as to its correctness as the Contractor may direct. This schedule, when approved by the Contractor, shall be used only as a basis for Applications for Payment, unless it be found to be in error. In applying for payment, the Subcontractor shall submit a statement based upon this schedule.

11.8.3 If payments are made on account of materials or equipment not incorporated in the Work but delivered and suitably stored at the site or at some other location agreed upon in writing, such payments shall be in accordance with the terms and conditions of the Contract Documents.

11.9 CHANGES IN THE WORK

11.9.1 The Subcontractor may be ordered in writing by the Contractor, without invalidating this Subcontract, to make changes in the Work within the general scope of this Subcontract consisting of additions, deletions or other revisions, the Contract Sum and the Contract Time being adjusted accordingly. The Subcontractor, prior to the commencement of such changed or revised Work, shall submit promptly to the Contractor written copies of any claim for adjustment to the Contract Sum and Contract Time for such revised Work in a manner consistent with the Contract Documents.

11.10 CLAIMS OF THE SUBCONTRACTOR

11.10.1 The Subcontractor shall make all claims promptly to the Contractor for additional cost, extensions of time, and damages for delays or other causes in accordance with the Contract Documents. Any such claim which will affect or become part of a claim which the Contractor is required to make under the Contract Documents within a specified time period or in a specified manner shall be made in sufficient time to permit the Contractor to satisfy the requirements of the Contract Documents. Such claims shall be received by the Contractor not less than two working days preceding the time by which the Contractor's claim must be made. Failure of the Subcontractor to make such a timely claim shall bind the Subcontractor to the same consequences as those to which the Contractor is bound.

11.11 INDEMNIFICATION

11.11.1 To the fullest extent permitted by law, the Subcontractor shall indemnify and hold harmless the Owner the Architect and the Contractor and all of their agents and employees from and against all claims, damages, losses and expenses, including but not limited to attorney's fees, arising out of or resulting from the performance of the Subcontractor's Work under this Subcontract, provided that any such claim, damage, loss, or expense is attributable to bodily injury, sickness, disease, or death, or to injury to or destruction of tangible property (other than the Work itself) including the loss of use resulting therefrom, to the extent caused in whole or in part by any negligent act or omission of the Subcontractor or anyone directly or indirectly employed by him or anyone for whose acts he may be liable, regardless of whether it is caused in part by a party indemnified hereunder. Such obligation shall not be construed to negate, or abridge, or otherwise reduce any other right or obligation of indemnity which would otherwise exist as to any party or person described in this Paragraph 11.11.

11.11.2 In any and all claims against the Owner, the Architect, or the Contractor or any of their agents or employees by any employee of the Subcontractor, anyone directly or indirectly employed by him or anyone for whose acts he may be liable, the indemnification obligation under this Paragraph 11.11 shall not be limited in any way by any limitation on the amount or type of damages, compensation or benefits payable by or for the Subcontractor under workers' or workmen's compensation acts, disability benefit acts or other employee benefit acts.

11.11.3 The obligations of the Subcontractor under this Paragraph 11.11 shall not extend to the liability of the Architect, his agents or employees arising out of (1) the preparation or approval of maps, drawings, opinions, reports, surveys, Change Orders, designs or specifications, or (2) the giving of or the failure to give directions or instructions by the Architect, his agents or employees provided such giving or failure to give is the primary cause of the injury or damage.

11.12 SUBCONTRACTOR'S REMEDIES

11.12.1 If the Contractor does not pay the Subcontractor through no fault of the Subcontractor, within seven days from the time payment should be made as provided in Paragraph 12.4, the Subcontractor may, without prejudice to any other remedy he may have, upon seven additional days' written notice to the Contractor, stop his Work until payment of the amount owing has been received. The Contract Sum shall, by appropriate adjustment, be increased by the amount of the Subcontractor's reasonable costs of shutdown, delay and start-up.

ARTICLE 12

CONTRACTOR

12.1 RIGHTS AND RESPONSIBILITIES

12.1.1 The Contractor shall be bound to the Subcontractor by the terms of this Agreement, and to the extent that provisions of the Contract Documents between the Owner and the Contractor apply to the Work of the Subcontractor as defined in this Agreement, the Contractor shall assume toward the Subcontractor all the obligations and responsibilities that the Owner, by those Documents, assumes toward the Contractor, and shall have the benefit of all rights, remedies and redress against the Subcontractor which the Owner, by those Documents, has against the Contractor. Where any provision of the

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Contract Documents between the Owner and the Contractor is inconsistent with any provisions of this Agreement, this Agreement shall govern.

12.2 SERVICES PROVIDED BY THE CONTRACTOR

12.2.1 The Contractor shall cooperate with the Subcontractor in scheduling and performing his Work to avoid conflicts or interference in the Subcontractor's Work, and shall expedite written responses to submittals made by the Subcontractor in accordance with Paragraphs 11.2, 11.9 and 11.10. As soon as practicable after execution of this Agreement, the Contractor shall provide the Subcontractor a copy of the estimated progress schedule of the Contractor's entire Work which the Contractor has prepared and submitted for the Owner's and the Architect's information, together with such additional scheduling details as will enable the Subcontractor to plan and perform his Work properly. The Subcontractor shall be notified promptly of any subsequent changes in the progress schedule and the additional scheduling details.

12.2.2 The Contractor shall provide suitable areas for storage of the Subcontractor's materials and equipment during the course of the Work. Any additional costs to the Subcontractor resulting from the relocation of such facilities at the direction of the Contractor shall be reimbursed by the Contractor.

12.3 COMMUNICATIONS

12.3.1 The Contractor shall promptly notify the Subcontractor of all modifications to the Contract between the Owner and the Contractor which affect this Subcontract and which were issued or entered into subsequent to the execution of this Subcontract.

12.3.2 The Contractor shall not give instructions or orders directly to employees or workmen of the Subcontractor except to persons designated as authorized representatives of the Subcontractor.

12.4 PAYMENTS TO THE SUBCONTRACTOR

12.4.1 Unless otherwise provided in the Contract Documents, the Contractor shall pay the Subcontractor each progress payment and the final payment under this Subcontract within three working days after he receives payment from the Owner, except as provided in Subparagraph 12.4.3. The amount of each progress payment to the Subcontractor shall be the amount to which the Subcontractor is entitled, reflecting the percentage of completion allowed to the Contractor for the Work of this Subcontractor applied to the Contract Sum of this Subcontract, and the percentage actually retained, if any, from payments to the Contractor on account of such Subcontractor's Work, plus, to the extent permitted by the Contract Documents, the amount allowed for materials and equipment suitably stored by the Subcontractor, less the aggregate of previous payments to the Subcontractor.

12.4.2 The Contractor shall permit the Subcontractor to request directly from the Architect information regarding the percentages of completion or the amount certified on account of Work done by the Subcontractor.

12.4.3 If the Architect does not issue a Certificate for Payment or the Contractor does not receive payment for any cause which is not the fault of the Subcontractor, the Contractor shall pay the Subcontractor, on demand, a progress payment computed as provided in Subparagraph 12.4.1 or the final payment as provided in Article 6.

12.5 CLAIMS BY THE CONTRACTOR

12.5.1 The Contractor shall make no demand for liquidated damages for delay in any sum in excess of such amount as may be specifically named in this Subcontract, and liquidated damages shall be assessed against this Subcontractor only for his negligent acts and his failure to act in accordance with the terms of this Agreement, and in no case for delays or causes arising outside the scope of this Subcontract, or for which other subcontractors are responsible.

12.5.2 Except as may be indicated in this Agreement, the Contractor agrees that no claim for payment for services rendered or materials and equipment furnished by the Contractor to the Subcontractor shall be valid without prior notice to the Subcontractor and unless written notice thereof is given by the Contractor to the Subcontractor not later than the tenth day of the calendar month following that in which the claim originated.

12.6 CONTRACTORS' REMEDIES

12.6.1 If the Subcontractor defaults or neglects to carry out the Work in accordance with this Agreement and fails within three working days after receipt of written notice from the Contractor to commence and continue correction of such default or neglect with diligence and promptness, the Contractor may, after three days following receipt by the Subcontractor of an additional written notice, and without prejudice to any other remedy he may have, make good such deficiencies and may deduct the cost thereof from the payments then or thereafter due the Subcontractor, provided, however, that if such action is based upon faulty workmanship or materials and equipment, the Architect shall first have determined that the workmanship or materials and equipment are not in accordance with the Contract Documents.

ARTICLE 13
ARBITRATION

13.1 All claims, disputes and other matters in question arising out of, or relating to, this Subcontract, or the breach thereof, shall be decided by arbitration, which shall be conducted in the same manner and under the same procedure as provided in the Contract Documents with respect to disputes between the Owner and the Contractor, except that a decision by the Architect shall not be a condition precedent to arbitration. If the Contract Documents do not provide for arbitration or fail to specify the manner and procedure for arbitration, it shall be conducted in accordance with the Construction Industry Arbitration Rules of the American Arbitration Association then obtaining unless the parties mutually agree otherwise.

13.2 Except by written consent of the person or entity sought to be joined, no arbitration arising out of or relating to the Contract Documents shall include, by consolidation, joinder or in any other manner, any person or entity not a party to the Agreement under which such arbitration arises, unless it is shown at the time the demand for arbitration is filed that (1) such person or entity is substantially involved in a common question of fact or law,

(2) the presence of such person or entity is required if complete relief is to be accorded in the arbitration, (3) the interest or responsibility of such person or entity in the matter is not insubstantial, and (4) such person or entity is not the Architect, his employee or his consultant. This agreement to arbitrate and any other written agreement to arbitrate with an additional person or persons referred to herein shall be specifically enforceable under the prevailing arbitration law.

13.3 The Contractor shall permit the Subcontractor to be present and to submit evidence in any arbitration proceeding involving his rights.

13.4 The Contractor shall permit the Subcontractor to exercise whatever rights the Contractor may have under the Contract Documents in the choice of arbitrators in any dispute, if the sole cause of the dispute is the Work, materials, equipment, rights or responsibilities of the Subcontractor; or if the dispute involves the Subcontractor and any other subcontractor or subcontractors jointly, the Contractor shall permit them to exercise such rights jointly.

13.5 The award rendered by the arbitrators shall be final, and judgment may be entered upon it in accordance with applicable law in any court having jurisdiction thereof.

13.6 This Article shall not be deemed a limitation of any rights or remedies which the Subcontractor may have under any Federal or State mechanics' lien laws or under any applicable labor and material payment bonds unless such rights or remedies are expressly waived by him.

ARTICLE 14

TERMINATION

14.1 TERMINATION BY THE SUBCONTRACTOR

14.1.1 If the Work is stopped for a period of thirty days through no fault of the Subcontractor because the Contractor has not made payments thereon as provided in this Agreement, then the Subcontractor may without prejudice to any other remedy he may have, upon seven additional days' written notice to the Contractor, terminate this Subcontract and recover from the Contractor payment for all Work executed and for any proven loss resulting from the stoppage of the Work, including reasonable overhead, profit and damages.

14.2 TERMINATION BY THE CONTRACTOR

14.2.1 If the Subcontractor persistently or repeatedly fails or neglects to carry out the Work in accordance with the Contract Documents or otherwise to perform in accordance with this Agreement and fails within seven days after receipt of written notice to commence and continue correction of such default or neglect with diligence and promptness, the Contractor may, after seven days following receipt by the Subcontractor of an additional written notice and without prejudice to any other remedy he may have, terminate the Subcontract and finish the Work by whatever method he may deem expedient. If the unpaid balance of the Contract Sum exceeds the expense of finishing the Work, such excess shall be paid to the Subcontractor, but if such expense exceeds such unpaid balance, the Subcontractor shall pay the difference to the Contractor.

ARTICLE 15

MISCELLANEOUS PROVISIONS

15.1 Terms used in this Agreement which are defined in the Conditions of the Contract shall have the meanings designated in those Conditions.

15.2 The Contract Documents, which constitute the entire Agreement between the Owner and the Contractor, are listed in Article 1, and the documents which are applicable to this Subcontract, except for Addenda and Modifications issued after execution of this Subcontract, are enumerated as follows:

(List below the Agreement, the Conditions of the Contract [General, Supplementary, and other Conditions], the Drawings, the Specifications, and any Addenda and accepted Alternates, showing page or sheet numbers in all cases and dates where applicable. Continue on succeeding pages as required.)

This Agreement entered into as of the day and year first written above.

CONTRACTOR

SUBCONTRACTOR

AIA DOCUMENT A401 • CONTRACTOR-SUBCONTRACTOR AGREEMENT • ELEVENTH EDITION • APRIL 1978 • AIA®
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76

DATE: December 28, 1983

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON

FROM: W. E. Schwartz
Assistant State Highway Engineer

SUBJECT: UPRR O'Xing. (The Dalles)-Fifteen Mile Creek
Contract No. 9627
FAP No. IR-84-3(2)82

The above concrete pavement joint repair project was awarded to White Buffalo Construction, Inc. on April 19. The work has progressed slowly. At this time the contractor has, except for minor corrective work, substantially completed the joint repair in the eastbound lanes. No work has been done in the westbound lanes.

The original Bid Item contract amount was $288,697.50. The Bid Item amount performed to date is approximately $243,000, or approximately 85 percent of the original Bid Item contract amount. Contract time has expired and the contractor has voluntarily left the project for the winter.

In consideration of the facts that the proposed work in the eastbound lanes has been substantially completed; that work in the westbound lanes has not commenced; that it is deemed desirable to observe and evaluate the performance of the joint repair work completed prior to undertaking corrective work in the westbound lanes, and for other reasons which we deem to be in the public interest, the State has decided to reduce the contract quantities on this project in accord with subsection 104.02 of the contract specifications. This reduction will eliminate all work remaining under this contract, except minor corrective work, and the contract will proceed to final acceptance and final payment in accord with normal procedures.

Your concurrence is requested.

OBJ:mk sl

bc H. S. Coulter
C. T. Keasey

October 13, 1983

CON

White Buffalo Construction, Inc.
6653 Shaw Highway S.E.
Aumsville, OR 97325

Time Extension Request
UPRR O'Xing (The Dalles) -
Fifteen Mile Creek
Contract No. 9627
FAP No. IR-84-3(2)82

Your request for additional contract time in which to complete the above project has been carefully reviewed. You requested seven calendar days of additional contract time due to the suspension of work order issued covering the period August 1 through August 7. We do not agree that this suspension of work order was improper in respect to the contract provisions. The fact remains, however, that work was suspended for a period of seven calendar days and therefore an adjustment of an additional seven calendar days of contract time is granted.

You also requested an unspecified amount of additional contract time for encountering steel within the concrete pavement being removed, the performance of additional pavement patching, and potential delays due to the future onset of freezing weather. Since this work has not yet been completed and/or the conditions not yet encountered, we concur with your letter of September that these delays, if any, are indeterminate at this time. Our decision will therefore be deferred on these items until such time that a reasonable determination can be made.

The adjusted contract time for completion of this project is 157 calendar days.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

OBJ:mk st

bc H. S. Coulter
C. T. Keasey
Dale Allen w/att.
Reid Meritt w/att.
FHWA w/att.
Bob Church

CE
CAE
FOE
OCS
SCS
RSO

RECEIVED
OCT 3 1983
CONSTRUCTION
SECTION

OM
CA
LS
TC
FE
CP

FILE: CON 5
9627

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
September 27, 1983
The Dalles, Oregon

W. Reid Meritt

FROM: W. Reid Meritt
Project Manager

TO: Robert C. Pool
Region 4
Construction Engineer

SUBJECT: Request for
Time Extension
UPRR O'Xing (The Dalles) -
Fifteenmile Creek
Columbia River Highway
Wasco County
Contract No. 9627

BEND

Enclosed for your consideration is a 'Contractor's Request for Adjustment of Contract Time' on the above subject contract.

The contractor's request for adjustment is 'from September 29, 1983, to February 28, 1983 [sic]' (February 28, 1984). I think this should more appropriately be 'from 150 calendar days to 302 calendar days'.

Pertinent contract data on this project is:

Contract Awarded:	April 19, 1983
Completion Time Limit:	150 Calendar Days
Work Day Count Began:	May 3, 1983
Contractor Began Work:	June 13, 1983
Contractor Completed Work:	Still in Progress

Comments and recommendations on enumerated conditions or causes as listed by the contractor to support the request are:

1)...The project was shut down from August 1, 1983, through August 7, 1983, because of the contractor's non-complience with the engineer's interpretation of the contract requirements for Temporary Protection and Direction of Traffic.

Grant 7 days additional time for completion of contract.

cc: O.B. Jackmond

I concur with Reids recommendation.

Bob Pool
9-30-83

ROE RE ROE PLA FAE
RIE RECEIVED RSO
RDE SEP 29 1983 RCE
RSO REGION 4 RBE

2)...The contractor claims time for completion of the contract work doubled due to steel reinforcement and dowels being encountered during the pavement removal operations. This steel was not indicated to be present on the contract documents. At this time the contractor has completed work involving this steel on only approximately half of the project limits (eastbound traffic lanes). It is not possible to determine the full impact of this condition at this time, but indications are that they will be considerably less than "twice as much time" as claimed by the contractor.

Recommend that any adjustment in time for completion due to this condition be deferred until completion of the contract when the full impact is known.

3)...The contractor contends that the pavement patching quantity will be double the contract amount. At this time the contractor has been involved with approximately half of the project limits (eastbound traffic lanes). Present figures indicate that the total area during construction in the eastbound traffic lanes is approximately 138% of the originally estimated quantity. The original estimate also showed that 60% of the patching was in the eastbound lanes.

Recommend an adjustment in time for completion due to this condition be deferred until completion of the contract when the full impact is known.

4)...At the present time no time has been lost due to the onset of freezing weather. When and if such conditions exist then an evaluation will have to be made.

Recommend no additional time be granted for this condition.

It must be noted that the contractor delayed approximately six (6) weeks before starting work on this project. It must also be noted that the problem with encountering steel became evident shortly after work on the project was begun and this condition and the overrun in quantities became increasingly more evident as the work progressed.

It is my feeling that the above conditions claimed by the contractor were evident early enough in the operations of the contract for the contractor to have pursued the work more vigorously and have completed the work in the specified number of calendar days.

10-7-83

cc: file

W. E. Schwartz -

I concur with Region and Project Mgr. and recommend a 7 C.D. time extion at this time and defer other items until sufficient data is available to determine the delay - if any.

WRM/hc

9637

r11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-3(2)82

2. STATE PROJECT NO. See below

2A. COUNTY NAME Wasco

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10144

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/22/83

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:

UPRR O'Xing (The Dalles) Fifteen Mile Creek Section

11. GENERAL DESCRIPTION OF WORK

Furnish, install, monitor and evaluate experimental "Diamond Barricades" in Project Work Zone

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☒ XX CONSTRUCTION PROCEED ON ~~AN AGREED PRICE AND/OR~~ X FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6/22/83 as requested in Mr. Keasey's letter of 7/13/83 as being cost effective for the use of State Forces to proceed with the above work. State Force Order No. 1 is approved for a TEC of $3,800 Federal Funds $3,504.

(Note: Work plan for subject experimental item approved 4/19/83.)

RECEIVED
STATE HWY ENGR
JUL 20 '83
REFER TO
P[illegible]
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig to
7/20

14. DATE 7/18/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

7627 1-5-83

rn

cc: H. S. Coulter

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINSTRATION

STATE COPY

INITIAL REPORT

REGION NO. 10	**REPORT NO.** 1	**COUNTY** Wasco	**DIVISION** Oregon

DATE OF INSPECTION 6-20-83	**INSPECTION MADE BY** David B. Carter, Area Engineer	**PROJECT NO.** IR-84-3(2)82

IN COMPANY WITH
See below

LOCATION
I-84, The Dalles By-pass, Wasco County, Oregon

CONTRACTOR NAME AND ADDRESS
White Buffalo Construction Inc., 6653 Shaw Hwy SE., Aumsville, OR 97225

AWARD DATE 4/19/83	**CONTRACT AMOUNT** $288,697.50	**TIME ALLOWED** 150 Calendar days	**TIME STARTED** 5/3/83	**WORK STARTED** 6/13/83

QUALITY OF WORK Satisfactory	**PROGRESS OF WORK** Unsatisfactory	**TIME ELAPSED** 31	**WORK COMPLETED** 0

RECEIVED
STATE HWY ENGR
JUL 15 '83
REFER TO
Keasey
FOR
Info Inves R/D D/R Sign Act File

REMARKS

UPRR O'XING (THE DALLES) - FIFTEEN MILE CRK SEC.

Columbia River Highway

Joint Repair

NOTED
W. E. SCHWARTZ

This project provides for the repair of the existing transverse concrete joints and sealing of the longitudinal joints on this 3.74 mile section of I-84.

Those in attendance at this inspection were: OSHD; John Sheldrake, Maintenance Operations Engineer, Bill Quinn, Research Coordinator, Dick Hawkins, District Maintenance Supervisor, Walt Bartell, Asst. Project Manager, Josh Sawyer, Project Inspector, Bill Fox, District Bridge Supervisor; FHWA, Dave Carter, Area Engineer; Contractor, Luther Clevenger, Owner.

The contractor began work on the project on Monday, June 13, starting at the west end of the east-bound lanes. By Wednesday, June 15, a number of joints were ready and were filled with concrete.

These reconstructed joints have failed and it was felt by all persons attending this inspection that the work would have to be redone. Typical failure exhibits spalling along the new saw cuts. Spalling is getting worse with time. Some of the joints were also rough and would have had to have some grinding work done had they not otherwise failed.

The cause of the failure was discussed at length. No firm conclusions were reached although inadequately cured concrete can exhibit the failure characteristics which were observed. Two admixtures were included in the

(continued)

concrete mix; they are 100XR, a water reducer-set retarder and 300N, a plasticizer. The contractor indicated that the admixtures may have contributed to the poor performance of the concrete.

A cylinder cast from the concrete placed was broken by Hood River Sand & Gravel on their testing equipment. This non-official test cylinder broke at 4600 PSL. The cylinder was 5 days old. This break would seem to indicate that the concrete mix itself had sufficient strength for the purpose intended.

The aggregates for the concrete mix come from the Klickitat Pit No. 1 located at the Dallesport. This source has been used for some time on many other projects in the area (including Federal-aid projects) with good results. From the many years of testing these aggregates are known to be suitable for use in concrete mixes.

The concrete mix being used contains 7½ sacks of Type III, High Early Strength, cement.

The temperature during the pour and initial curing period was in the 80° F - 60° F range with a dry wind blowing. The patches were poured in 1 hour and 5 minutes. The concrete plant is about 5-10 minutes from the job site.

The contractor has stopped work for this week and has indicated he will have some testing work done before work is resumed.

The contractor was scattering the debris from the saw cuts along the slopes adjacent to the work. Mr. Bartell noted that this material will be properly disposed of when work resumes.

Contract time has been listed as unsatisfactory as it is unknown if the contractor can complete the work on time. Approximately 31 percent of the project time has lapsed.

9627

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

3-23 [illegible]

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IR-84-3(2)82

8

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Wasco

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
10144

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
3/23/83

8. FEDERAL ROUTE NUMBER
Interstate 84

9. STATE ROUTE NUMBER
Primary 2

10. GENERAL LOCATION:
UPRR O'ing (The Dalles) Fifteen Mile Creek Section

11. GENERAL DESCRIPTION OF WORK
Joint repair

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Swan's 3/21/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $272,271 Federal Funds $251,088.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
MAR 28 '83
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig w/
att. to
3/28

14. DATE
3/23/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9627

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 23, 1983

In Reply Refer to
File No.:
TRA 16-4

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

/S/ E.S. Hunter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Diamond Barricade and Vertical Panel
Experimental Project Evaluation Work Plan
HF0.2-OR1430.2

[illegible] 6
[illegible] -34
#9597

Attached is a revised work plan for the "Diamond Barricade and Diamond Vertical Panel" experimental project. A Federal-Aid construction project has been substituted for the maintenance project, and the work plan has been revised so that vertical panels will not be included in the evaluation.

Also attached are initial report forms, FHWA 1461, for both construction projects.

DN:ds rb
Attachments

bc: E. L. Hardt w/attachments
E. S. Hunter
R. L. Schroeder
J. H. Versteeg
L. E. George
D. D. Allen w/attachments
Gordon Beecroft

RECEIVED
TECHNICAL SERVICES
MAR 25 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

734-3122

Oregon Department of Transportation
Highway Division
Traffic Engineering Sect
March 21, 1983

PROPOSED EVALUATION WORK PLAN

FOR DIAMOND BARRICADE AND DIAMOND VERTICAL PANELS

I.

A. Project Information

1. Location of Project UPRR Overcrossing (The Dalles)-Fifteenmile Creek Section - Columbia River Highway (I-84) - Wasco County
2. Project Number IR-84-3 (1) 82
3. Construction Type Code ______
4. Approximate Contract Cost $323,000
5. Maintenance Project (Yes or No) No
6. Contractor Contract not yet awarded.
7. Anticipated Completion Date December 1983

B. Diamond Barricade or Vertical Panel Information

1. Approximate Number of Devices

   Diamond Barricade 4 Type II, 2 Type III

   Vertical Panel None
2. Typical Application (i.e., lane closures, channelization, dropoff delineation, etc. Type II - Lane closure; Type III - Used to mark work zone immediately beyond exit ramp.
3. Size and Color of Device if Different from that Transmitted with May 11, 1982, memorandum. (Attach sketch) Type II and Type III barricades as shown in attached sketches.
4. Diamond Barricade or Vertical Panels to be Furnished by:

   State X

   Contractor ______

   Other (Specify) ______

II.

C. Reporting Procedures

1. Submit Evaluation Work Plan
2. Initial Report Form FHWA 1461 to be Submitted After Contract Is Awarded.
3. Final Report with Final 1461 to be Submitted Upon Completion of Construction/Maintenance Activity.

D. A Subjective Evaluation of These Devices will be Conducted. The Evaluation will be Performed by Doug Norval Title Traffic Investigator Phone No. 373-7108

Address: Oregon State Highway Division, Traffic Engineering Section,
Room 504-A, Transportation Building, Salem, OR 97310

(State may wish to list those parameters that will be considered in performing the evaluation.)

(See Evaluation Procedure.)

RCS HHO-30-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

EXPERIMENTAL PROJECT REPORT

EXPERIMENTAL PROJECT

EXPERIMENTAL PROJECT NO. (STATE / YEAR / NUMBER / SUF.): [1] OR 83 - 01 A

CONSTRUCTION PROJ. NO.: [8] IR-84-3 (1) 82

LOCATION: [28] Wasco County

EVALUATION FUNDING: [48] 1 ☐ HP&R 2 ☒ CONSTRUCTION 3 ☐ DEMONSTRATION 4 ☐ IMPLEMENTATION

NEEP NO.: [49]

PROPRIETARY FEATURE?: [51] ☐ YES ☒ NO

SHORT TITLE

TITLE: [52] Diamond Barricade Work Zone Signing

THIS FORM

DATE (MO. / YR.): [140] 03 - 83

REPORTING: [144] 1 ☒ INITIAL 2 ☐ ANNUAL 3 ☐ FINAL

KEY WORDS

KEY WORD 1: [145] Diamond Barricade

KEY WORD 2: [167] Work Zone Signing

KEY WORD 3: [189] Construction

KEY WORD 4: [211] Traffic Control

UNIQUE WORD: [233]

PROPRIETARY FEATURE NAME: [255]

CHRONOLOGY

Date Work Plan Approved (MO. / YR.): [277]

Date Feature Constructed (MO. / YR.): [281]

Evaluation Scheduled Until (MO. / YR.): [285] 10 - 83

Evaluation Extended Until (MO. / YR.): [239]

Date Evaluation Terminated (MO. / YR.): [293]

QUANTITY AND COST

QUANTITY OF UNITS *(Rounded to whole numbers)*: [297] 2

UNITS: [305] 1 ☐ LIN. FT. 2 ☐ S.Y. 3 ☐ S.Y.-IN. 4 ☐ C.Y. 5 ☐ TON 6 ☐ LBS. 7 ☒ EACH 8 ☐ LUMP SUM

UNIT COST *(Dollars, Cents)*: [306] 100.00

AVAILABLE EVALUATION REPORTS

[315] ☐ CONSTRUCTION ☐ PERFORMANCE ☒ FINAL

EVALUATION

CONSTRUCTION PROBLEMS: [318] 1 ☐ NONE 2 ☐ SLIGHT 3 ☐ MODERATE 4 ☐ SIGNIFICANT 5 ☐ SEVERE

PERFORMANCE: [319] 1 ☐ EXCELLENT 2 ☐ GOOD 3 ☐ SATISFACTORY 4 ☐ MARGINAL 5 ☐ UNSATISFACTORY

APPLICATION

[320] 1 ☐ ADOPTED AS PRIMARY STD. 2 ☐ PERMITTED ALTERNATIVE 3 ☐ ADOPTED CONDITIONALLY 4 ☐ PENDING 5 ☐ REJECTED 6 ☐ NOT CONSTRUCTED

(Explain in Remarks if 3, 4, 5, or 6 is checked)

REMARKS

[321]

[700]

FORM FHWA 1461
(REV. 8-79)

Previous Editions are Obsolete

OREGON DEPARTMENT OF TRANSPORTATION
Highway Division
Traffic Engineering Section
March 21, 1983

PROJECT OBJECTIVE:

To evaluate the operational performance of orange diamond barricades in highway work zones.

DATA COLLECTION:

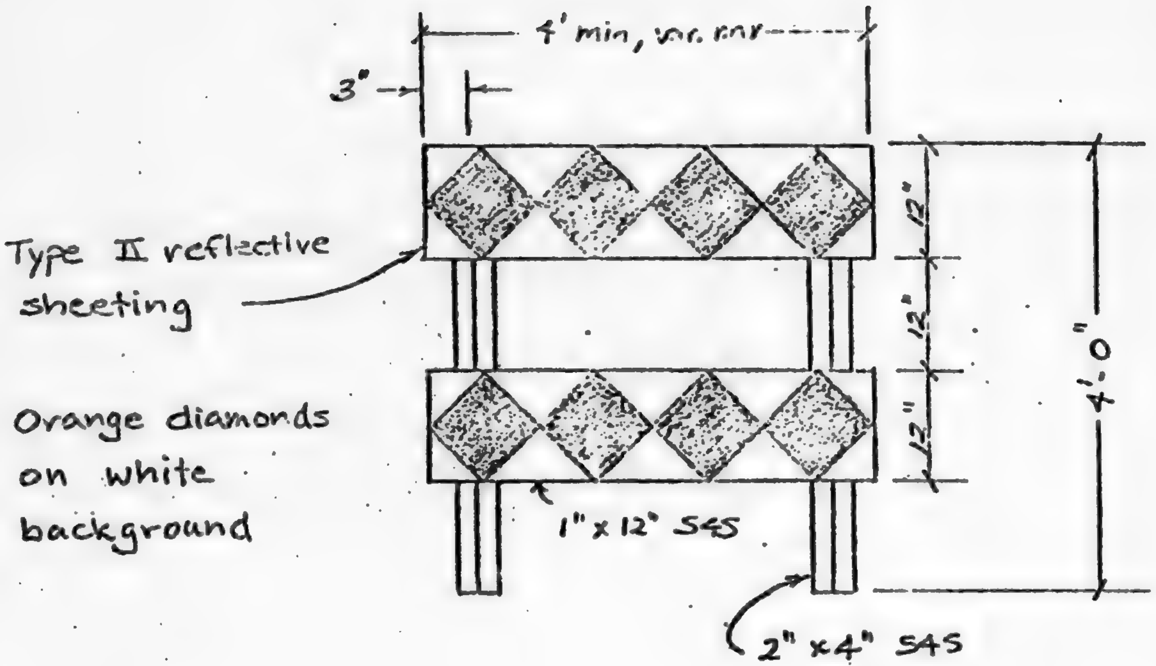
The diamond barricades will be used on two construction projects, as indicated in the work plan. The following procedure will be used to evaluate their effectiveness.

A subjective evaluation of the diamond barricades (Types II and III) will be made throughout the project. The project evaluator will closely monitor the fabrication, installation, and field operation of the barricades. Input from Sign Shop personnel, the contractors, and field crews will be used to identify any problems or potential difficulties that may arise.

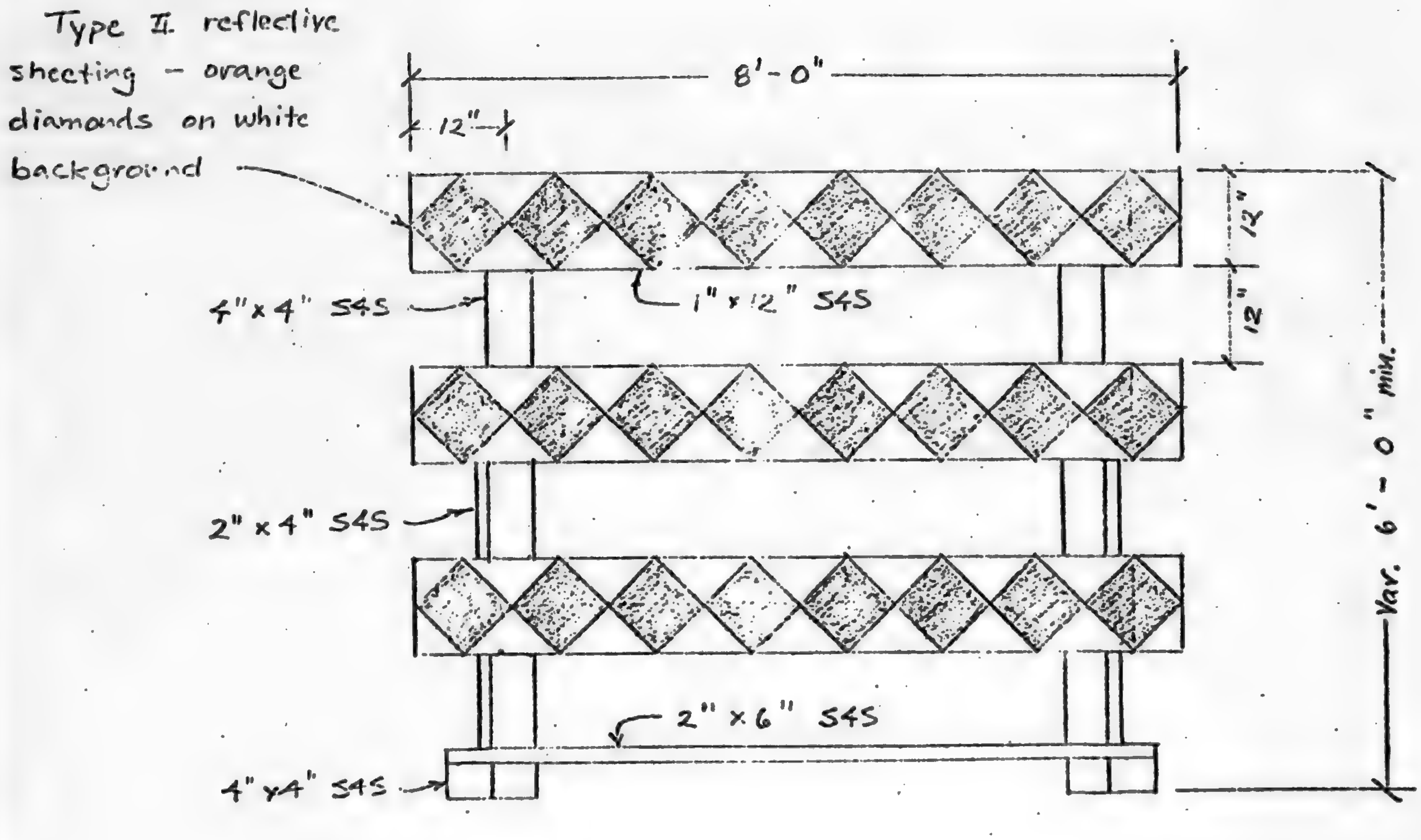
An objective evaluation will be conducted to compare the performance of the diamond pattern with that of the standard diagonal pattern on Type II barricade rails. The effectiveness of the barricades will be measured in terms of vehicle speed and lateral placement through a work zone lane closure. Data will be obtained for both moderate and high speed (freeway) facilities. The equipment will consist of a series of pneumatic road tubes and recording devices arranged so as to measure vehicle speed and lateral placement simultaneously. The accuracy of the system will be tested under controlled conditions before use in the field.

DATA ANALYSIS AND FINAL REPORT:

Once the field data has been collected and reduced, a statistical analysis will be made to determine whether the difference in barricade designs produces any significant differences in traffic speed or lane placement. The results of this analysis, as well as those of the subjective evaluation, will be summarized and interpreted in a final report. An appraisal of the overall performance of the diamond barricades will conclude the evaluation.


4' min, var. max
3"
Type II reflective sheeting
Orange diamonds on white background
12"
12"
12"
4'-0"
1" x 12" S4S
2" x 4" S4S

Type II Diamond Barricade


Type II reflective sheeting - orange diamonds on white background
8'-0"
12"
12"
12"
1" x 12" S4S
4" x 4" S4S
2" x 4" S4S
2" x 6" S4S
4" x 4" S4S
Var. 6'-0" min.

Type III Diamond Barricade.

7

RES 7

X-File 1-84

STATE OF OREGON
Highway Division

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: February 15, 1983

FROM: Gordon
Gordon Beecroft
Research Engineer

SUBJECT: The Dalles Concrete Pavement Joint Repair Project

1 Versteeg
Anderson
2 Adams
Olson
3 Sullivan
Tarpin
Trout
Wakerlig

RECEIVED
FEB 16 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up /
Action

At Bob Pool's request, I joined Reid Merritt, Dave Carter, Glenn Hossner, John Hallin and him to inspect and discuss the concrete joint repairs on the UPRR Overcrossing (The Dalles) - Fifteenmile Creek Section on February 9, 1983. With a few minor exceptions, the joint repairs made with portland cement concrete during April 1981 and May 1982 are in excellent condition. The polymer concrete patches show little, if any, change since shortly after they were placed but there is a significant shrinkage during curing which resulted in map cracking and shrinkage cracks around the perimeter of patches. Of the quick-setting concretes, a niklepoxy concrete patch placed in 1981 looks the best. A patch using Dural Flexolith in 1982 shows serious erosion. It looks as though the mix did not have enough binder in it. Everyone agreed portland cement concrete should be used as the patching material. If, because of traffic conditions, a limited number of repairs would have to be made with quick-setting material, the niklepoxy concrete looks the best of those materials used on this project.

When properly placed, all of the joint sealers appeared to be performing well. The only problem noted with the Dow Corning 888 sealer were areas in which the material was too high. In these cases traffic must deform the sealer causing it to disbond along the upper edges. The GE SCS 4403 silicone sealer was very well bonded at the edges. A problem with some of the joints using this sealer is that the seal was placed too thin. Some of them are only 1/16 of an inch thick and have been punctured by traffic.

I will list a number of comments that developed during the inspection and a discussion of the project and the preliminary plan sheet. The comments are in no particular order and may sometimes be repetitive.

do

(1) The plan sheet for the joint repairs should show some repairs will be full lane width.

Use # 3
Pool

(2) The consensus seemed to be that the depth of repair should show from 2 to 4 inches instead of 1-1/2 to 2 inches. My own choice would be 1-1/2 to 4 inches. It was suggested a 2 inch saw cut be shown at the perimeter.

Discuss with Specs we should call for on plans

Plans should & Specs call for Premolded Joint Sealer? or sealer?

(2)

(3) Bob Pool likes the preformed neoprene sealer best. The group concurred that the extra cost of about $1/lin. ft would not be very significant in terms of the project costs. The ACME L-125 seal would be appropriate if the premolded type is selected. Joint data for this seal is attached.

Review & modify depth.

(4) The depth of the silicone sealer on the plan sheet is too deep. The specifications suggest a thickness of 3/8 inch for a 3/4 inch joint. They suggest a minimum thickness of 1/4 inch and a maximum of 1/2 inch for the silicone sealer. A 7/8 inch diameter backer rod is used with a 3/4 inch joint. The backer rod does not need to be completely at the bottom of the groove but it would be easier to keep uniform if it were resting on the bottom. A single saw kerf needs to pass completely through the patch prior to widening the joint for the sealer.

(3) Spec

(5) The repair area should be sawed at 2 inch intervals prior to removing the concrete with a light hammer. A small (20 lb?) chipping gun should be specified for concrete removal.

(6) If a silicone sealer is used, care should be taken not to overfill the joint and to trim any material that laps over onto the top surface of the pavement. To recess the edges of the joint 1/16 to 1/8 inch in addition to the 1/8 inch meniscus would seem desirable.

Spec

(7) The contractor should be free to block out or to saw the joints at his option. However, the joint edges need to be sawed after the block is removed to get good bond.

Specs

(8) It is necessary to sandblast the area to be repaired after chipping the deteriorated concrete. A neat cement grout or epoxy LPL1001 concresive should be brushed into the surface immediately before the patch is placed. Cost-wise the neat cement would be preferrable and it has performed satisfactorily on the test joint repairs.

(9)

(9) The group generally thought the repair width should range from 10 inches to 24 inches. The preliminary plan shows a nominal 6 to 18 inches. Bob Pool indicated they would have a new estimate of quantities made with the larger dimensions.

Specs

(10) The cure time and cure method need to be specified for the repairs. The wet burlap and plastic used on the test joint repairs work very well except it was hard to hold the plastic down adjacent to high speed traffic. Traffic speed will need to be held down to 45 mph. Bob Pool and maintenance foreman, Bill Fox, favor a 48-hour cure time before traffic is permitted on the repairs.

(11) Because of the residue left by the saw, specifications should require sandblasting of the joints after sawing and before sealing.

Specs

(12) A concrete using high earlier cement (Type III) with a plasticizer and low water-cement ratio is recommended.

Specs

(13) Neolube is recommended as a cement for the preformed joint seals. Fox mentioned Evazote sealer is no good and should not be permitted.

Specs

(3)

(14) Of the joints that have been repaired in the test program, a few were over 4 inches deep in a few spots. Repairs over 4 inches deep might be handled as extra work.

(15) Create a weakened plane or saw repairs before shrinkage cracks can occur. If cracking occurs outside of the 3/4 inch joint, the patch should be removed and replaced at the contractor's expense.

Specs

(16) Note 2 on the plan sheet says all transverse joints within the projects limits are to be cleaned and sealed. It is necessary that they be sawed, cleaned and sealed. Unless a 3/4 inch joint sealer is used, the joint movement would exceed the elasticity of the seal.

Make note
to read
sawed, cleaned
& sealed.

I am sure Bob Pool will pass along many of the same comments and perhaps some I have overlooked.

The plan sheet should probably show the 18 inch dowels at 4 inch depth and the mesh reinforcement coming up to within 6 inches of the joint at 2-1/2 inch depth. If some of the joints are nonuniform in width, the silicone sealer has a definite advantage. It might be well to specify both types of sealers and show joint details on the plan sheet for each. I have attached copies of the plan with a few of the suggested revisions roughed in.

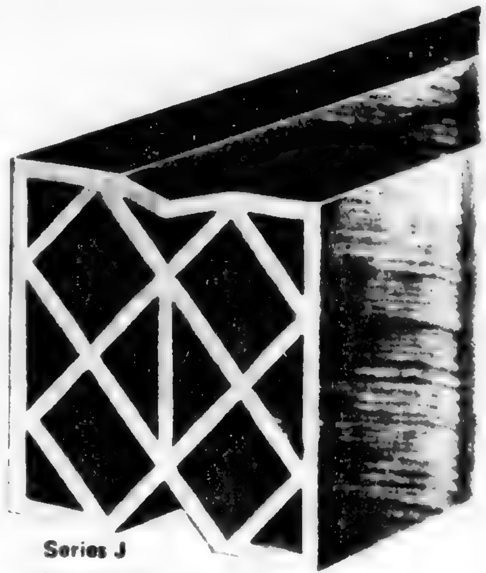
Bill Quinn has data on the concrete mix used and is familiar with the materials and procedures used for the test joint repairs. If we can provide help, please advise.

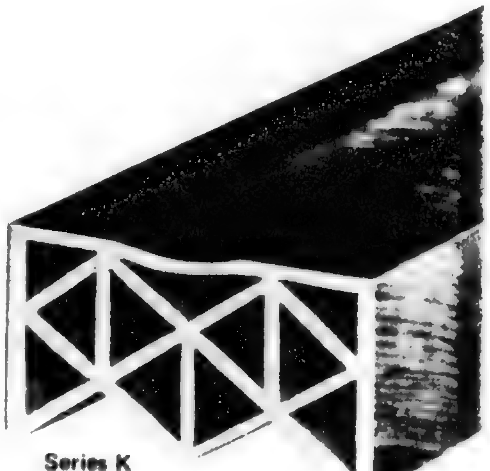
GB:pb
Att.
cc: R. N. Bothman
R. C. Pool
W. R. Merritt

ACMASEAL SELECTION CHARTS

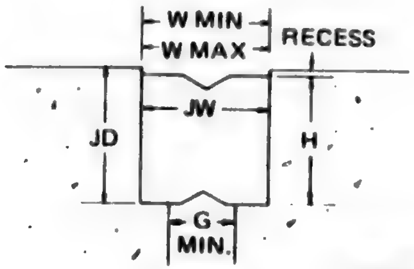
BRIDGE AND STRUCTURE SEALS

	Style No.	W	H	W min	SW	W max	M	CH	G min
Series J	J-125	1-1/4 (31.75)	1-5/16 (33.32)	.57 (14.37)	.74 (18.87)	1.06 (26.97)	.49 (12.59)	1-7/16 (36.51)	.37 (9.39)
	J-162	1-5/8 (41.27)	1-5/8 (41.27)	.75 (18.92)	.97 (24.68)	1.38 (35.07)	.63 (16.15)	1-7/8 (47.63)	.55 (13.97)
	J-175	1-3/4 (44.45)	2 (50.80)	.76 (19.43)	1.02 (25.98)	1.48 (37.79)	.72 (18.36)	2-3/16 (55.56)	.56 (14.22)
	J-200	2 (50.80)	2-1/16 (52.37)	.92 (23.16)	1.19 (30.30)	1.70 (43.18)	.78 (20.01)	2-15/32 (62.71)	.52 (13.2)
	J-225	2-1/4 (57.15)	2-5/8 (66.67)	1.06 (26.97)	1.36 (34.67)	1.91 (48.59)	.85 (21.66)	2-7/8 (73.03)	.56 (14.22)
	J-250	2-1/2 (63.50)	2-3/4 (69.85)	1.15 (29.26)	1.49 (38.07)	2.12 (53.97)	.97 (24.71)	3-1/8 (79.38)	.65 (16.51)
	J-300	3 (76.20)	3 (76.20)	1.30 (33.02)	1.74 (44.34)	2.55 (64.77)	1.25 (31.75)	3-11/16 (93.66)	.80 (20.32)
	J-325	3-1/4 (82.55)	3-1/8 (79.37)	1.43 (36.19)	1.90 (48.26)	2.76 (70.10)	1.33 (33.90)	3-13/16 (96.84)	.81 (20.57)
	J-350	3-1/2 (88.90)	3-1/2 (88.90)	1.47 (37.46)	2.01 (51.05)	2.97 (75.56)	1.50 (38.10)	4-1/8 (104.78)	.85 (21.59)
	J-400	4 (101.60)	4-23/32 (119.83)	1.77 (44.88)	2.35 (59.69)	3.40 (86.36)	1.63 (41.47)	5-1/4 (133.35)	1.02 (25.90)
	J-450	4-1/2 (114.30)	4-1/2 (114.30)	1.82 (45.72)	2.52 (64.23)	3.82 (97.15)	2.00 (50.80)	5-11/32 (135.73)	1.07 (27.17)
	J-500	5 (127.00)	5-5/16 (134.92)	1.75 (44.34)	2.64 (67.05)	4.25 (107.95)	2.50 (63.60)	6-1/8 (155.58)	1.00 (25.4)
	J-600	6 (152.40)	5-3/4 (146.05)	2.03 (51.41)	3.12 (79.29)	5.10 (129.54)	3.07 (78.13)	7-1/8 (180.98)	1.28 (32.51)
Series K	K-300	3 (76.20)	2-19/32 (65.86)	1.25 (31.75)	1.71 (43.43)	2.55 (64.77)	1.30 (33.02)	3.02 (76.71)	.62 (15.74)
	K-350	3-1/2 (88.90)	2-1/2 (63.50)	1.25 (31.75)	1.86 (47.24)	2.97 (75.56)	1.72 (43.81)	3.0 (76.2)	.62 (15.74)
	K-400	4 (101.60)	2-1/2 (63.50)	1.63 (41.27)	2.26 (57.40)	3.40 (86.36)	1.77 (45.08)	3.10 (78.7)	.88 (22.35)
	K-500	5 (127.00)	3-1/4 (82.55)	2.00 (50.80)	2.80 (71.12)	4.25 (107.95)	2.25 (57.15)	3.62 (91.95)	1.25 (31.75)
	K-600	6 (152.40)	4 (101.60)	2.25 (57.15)	3.27 (83.05)	5.10 (129.54)	2.85 (72.39)	4.37 (111.0)	1.50 (38.1)

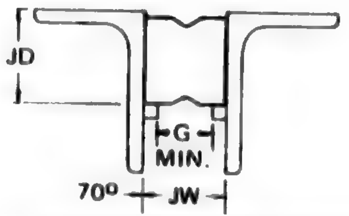

Series J
(Standard Structural)


Series K
(Low Profile)

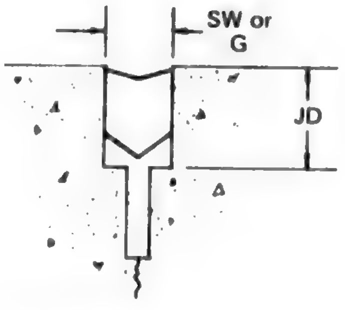
NOTE: JW – The recommended joint width at the time of installation is considered the same as SW or larger. When ambient temperatures are over 85°F the compression seal becomes difficult or impossible to install. See page 19 showing installation temperature range of 35° to 70°F.



BRIDGE

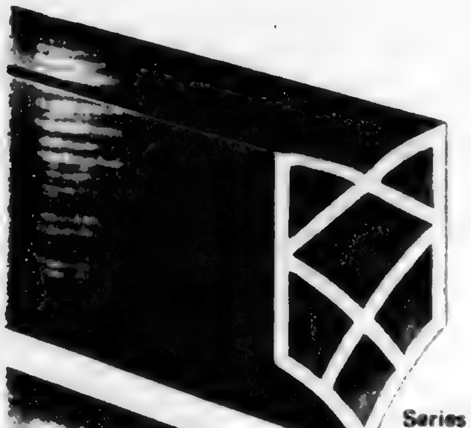


FIELD ADJUST FOR EXACT TEMP.
AT TIME OF INSTALLATION

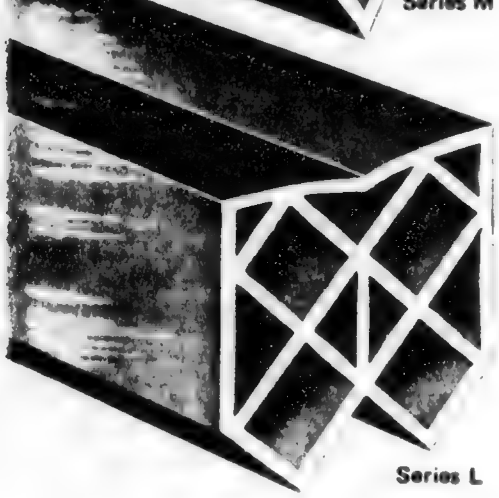


PAVEMENT

ROAD, PAVEMENT AND AIRFIELD SEALS

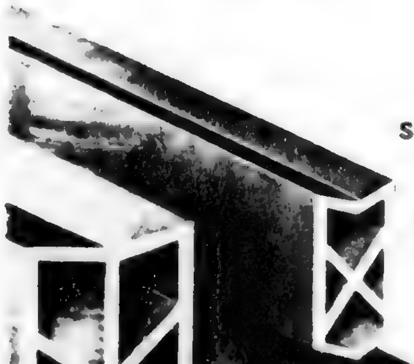


Series M

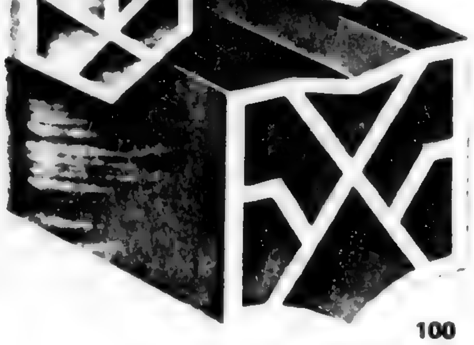


Series L

Series A



031
044



100
125
162
200

STANDARD SEALS

	Style No.	W	H	W min	SW	W max	M	JD
Series M	M-044	7/16 (11.10)	3/4 (19.05)	.24 (5.86)	.27 (6.93)	.35 (8.89)	.11 (3.02)	1.25 (31.75)
	M-056	9/16 (14.27)	1-1/16 (26.97)	.24 (5.91)	.31 (7.87)	.45 (11.43)	.21 (5.51)	1.50 (38.10)
	M-062	5/8 (15.87)	1-1/16 (26.97)	.24 (6.04)	.33 (8.40)	.50 (12.70)	.26 (6.65)	1.50 (38.10)
	M-081	13/16 (20.62)	1-5/32 (29.36)	.30 (7.44)	.42 (10.66)	.65 (16.51)	.35 (9.06)	1.50 (38.10)
	M-100	1 (25.40)	1-1/2 (38.10)	.37 (9.27)	.52 (13.20)	.80 (20.32)	.43 (11.04)	2.00 (50.80)
Series L	L-125	1-1/4 (31.75)	1-11/32 (34.11)	.58 (14.68)	.72 (18.49)	1.00 (25.40)	.42 (10.71)	2.25 (57.15)
	L-162	1-5/8 (41.27)	1-7/16 (36.50)	.73 (18.41)	.93 (23.62)	1.30 (33.02)	.57 (14.60)	2.37 (60.32)
	L-200	2 (50.80)	1-27/32 (46.81)	.70 (17.70)	1.05 (26.79)	1.70 (43.18)	1.00 (25.40)	2.75 (69.85)

LOW PRESSURE SEALS

	Style No.	W	H	W min	SW	W max	M	JD
Series A	A-031	5/16 (7.92)	5/8 (15.87)	.14 (3.56)	.18 (4.57)	.26 (6.60)	.12 (3.05)	.87 (22.22)
	A-044	7/16 (11.10)	11/16 (17.45)	.19 (4.83)	.26 (6.60)	.37 (9.40)	.18 (4.57)	1.00 (25.40)
	A-056	9/16 (14.27)	13/16 (20.62)	.21 (5.33)	.34 (8.47)	.48 (12.19)	.27 (6.86)	1.25 (31.75)
	A-069	11/16 (17.45)	1 (25.40)	.27 (6.86)	.41 (10.41)	.58 (14.73)	.31 (7.87)	1.37 (34.92)
	A-081	13/16 (20.62)	1 (25.40)	.33 (8.38)	.49 (12.45)	.69 (17.53)	.36 (9.14)	1.37 (34.92)
	A-100	1 (25.40)	1 (25.40)	.43 (10.92)	.60 (15.24)	.85 (21.59)	.42 (10.67)	1.50 (38.10)
	A-125	1-1/4 (31.75)	1-3/16 (30.15)	.51 (12.95)	.78 (19.81)	1.06 (26.92)	.55 (13.97)	2.00 (50.80)
	A-162	1-5/8 (41.27)	1-9/16 (39.67)	.61 (15.49)	1.01 (25.65)	1.38 (35.05)	.77 (19.56)	2.50 (63.50)
	A-200	2 (50.80)	1-3/4 (44.45)	.79 (20.07)	1.25 (31.75)	1.70 (43.18)	.91 (23.11)	2.50 (63.50)
	AJ-200	2 (50.80)	2-1/16 (52.37)	.62 (15.75)	1.00 (25.40)	1.70 (43.18)	1.08 (27.43)	2.62 (66.55)

Black Figs. – Inches
Red Figs. – mm

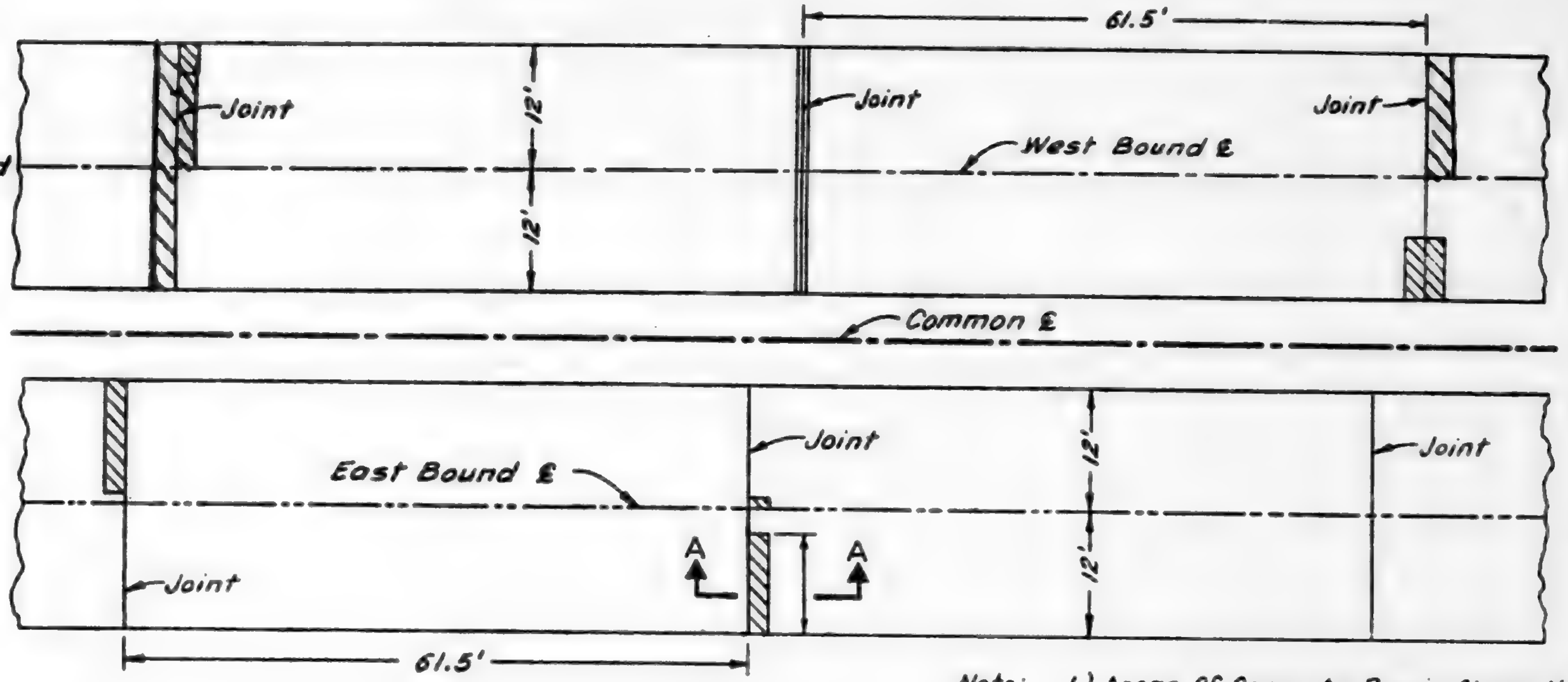
KEY:		
	W	Seal Width – Nominal Uncompressed
	H	Seal Height – Nominal Uncompressed
	W min	Seal Width – Compressed at the Highest Anticipated Temp.
	SW	Seal Width – @ 70°F (Based on temp. range from −20°F to +120°F)
	W max	Seal Width – at Lowest Anticipated Temp.
	M	Total Seal Movement Capability (W max minus W min)
	JD	Minimum Recommended Joint Depth for Seal
	JW	Recommended Joint Width at Time of Seal Installation
	CH	Compressed Height of Seal

UPRR O'XING (THE DALLES)-FIFTEENMILE CR. S.
COLUMBIA RIVER HIGHWAY
WASCO COUNTY

FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR
10	OREGON		

A R Y

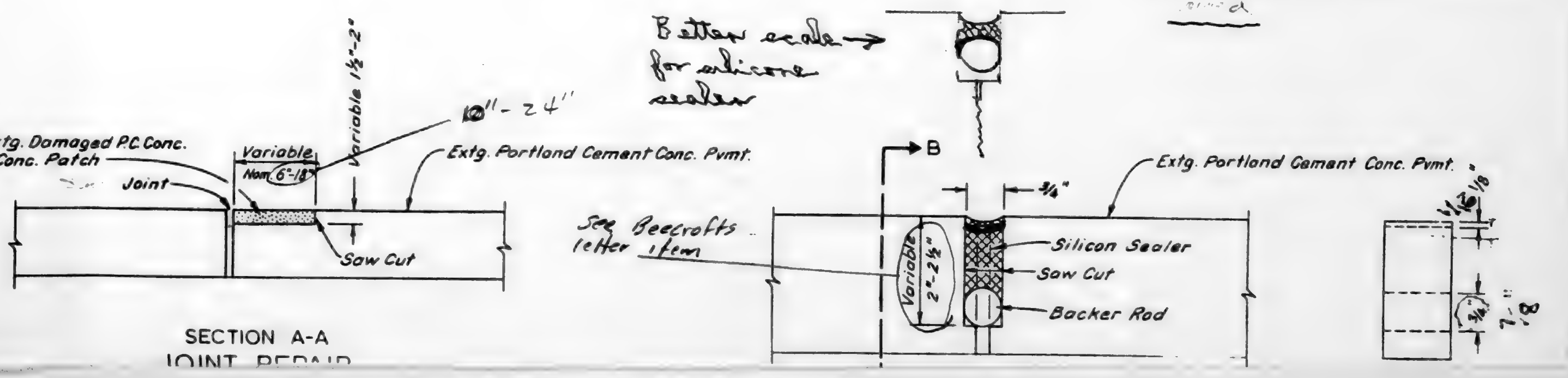
UNIT	QUANTITY	SEGREGATION OF QUANTITIES	
Unit	Quant.		
L.S.			
L.S.			
Sq.Ft.	440		
Ea.	2		
Ea.	4		
Sq.Ft.	10,220		
L.F.	14,750		


61.5'
Joint
Joint
Joint
← To Portland
West Bound ℄
12'
12'
Common ℄
East Bound ℄
Joint
Joint
Joint
A
A
12'
12'
To Pend
61.5'

PLAN

Note: 1.) Areas Of Concrete Repair Shown Hatched. These Are To Be Determined By The Project M

2.) All Transverse Joints Within Project its To Be Cleaned And Sealed


Better scale → for silicone sealer
ove Extg. Damaged P.C. Conc.
P.C. Conc. Patch
Joint
Variable
Nom. 6"-18"
10" - 24"
Variable 1½"-2"
Extg. Portland Cement Conc. Pvmt.
Saw Cut
SECTION A-A
JOINT REPAIR
See Beecrofts letter item
B
3/4"
Extg. Portland Cement Conc. Pvmt.
Variable 2"-2½"
Silicon Sealer
Saw Cut
Backer Rod
1/8
1/8
3/4

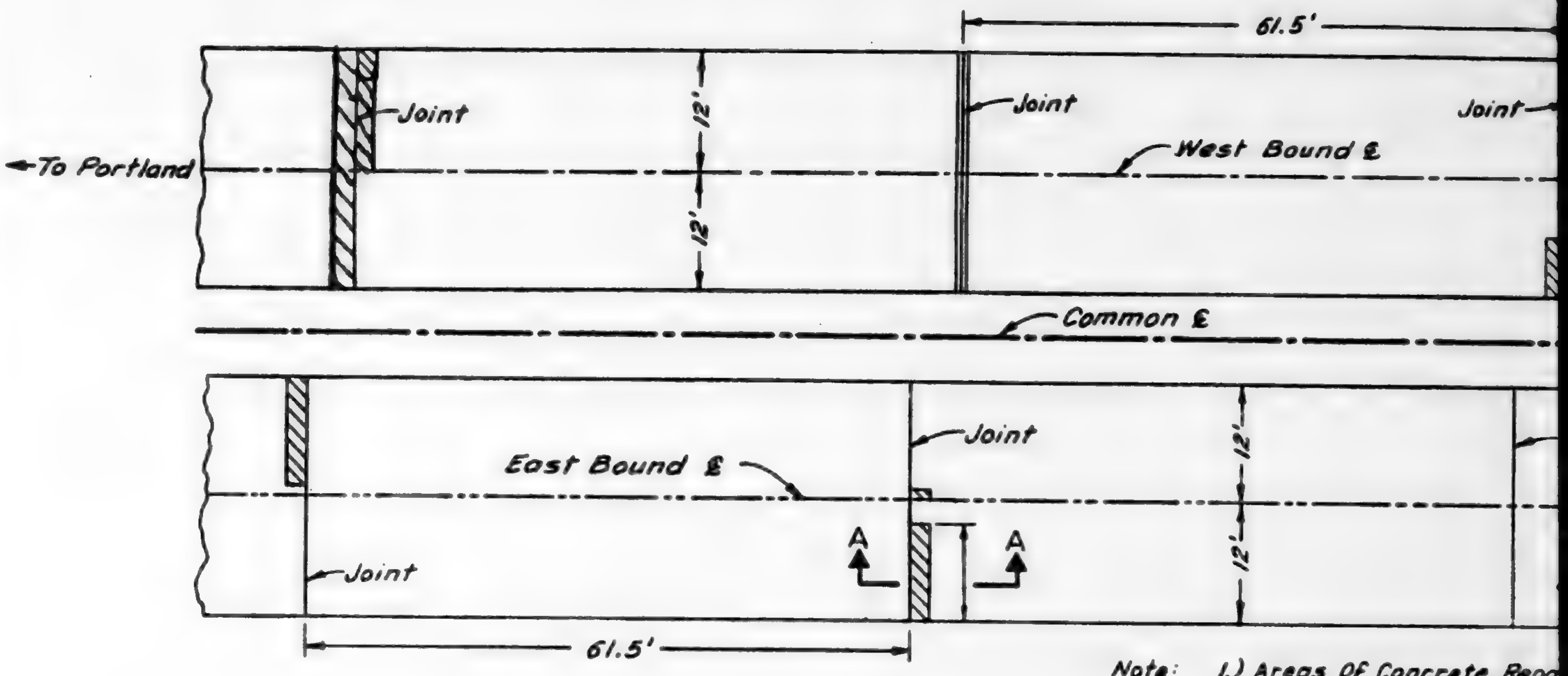
UPRR O'XING
COU

FED. ROAD DIV. NO.	
10	O

UMMARY

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	

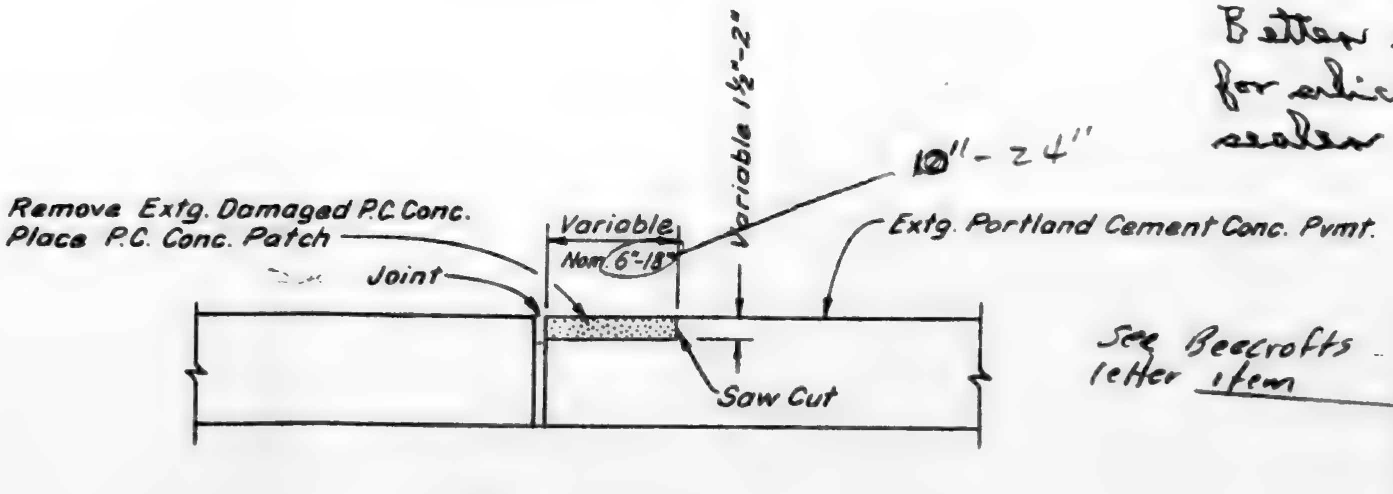
Item	Code	Unit	Quant.
ilization		LS	
& D.O.T		LS	
orary Signs		Sq.Ft	440
e Barricades Type II		Ea.	2
ential Arrow		Ea.	4
Pavement Patching		Sq.Ft	12,220
Joint Sealing		L.F.	12,750
Cont. 20%			


61.5'
Joint
Joint
Joint
To Portland
West Bound ℄
12'
12'
Common ℄
Joint
East Bound ℄
Joint
A
A
12'
12'
61.5'

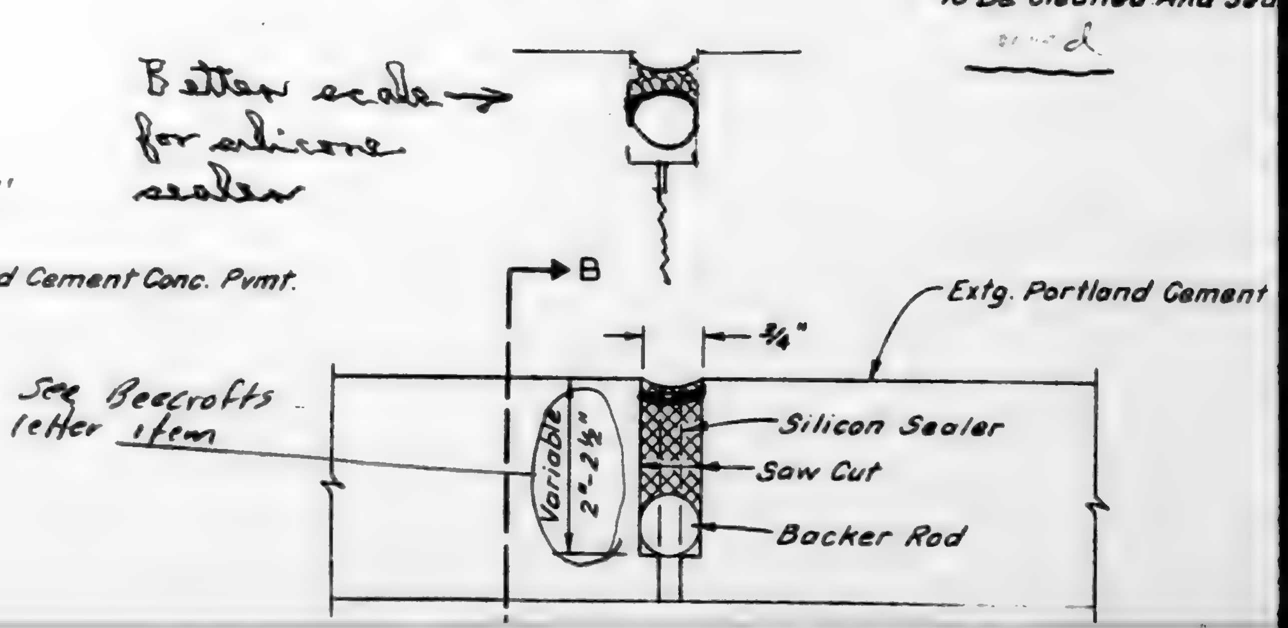
PLAN

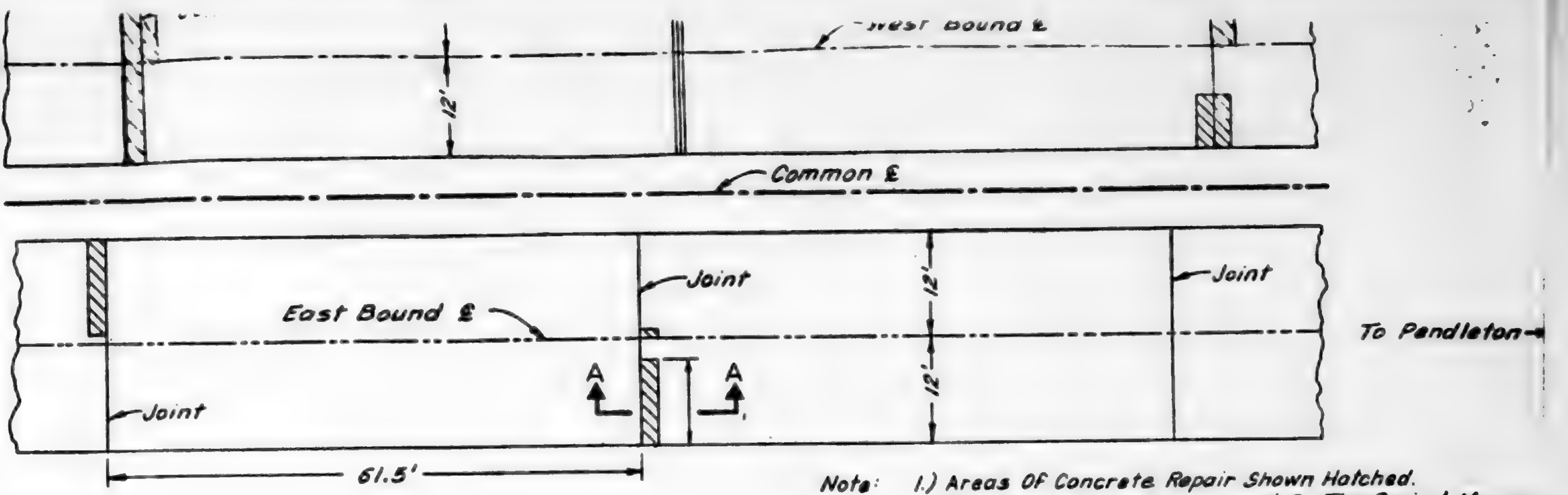
Note: 1.) Areas Of Concrete Repa
These Are To Be Detern

2.) All Transverse Joints
To Be Cleaned And Sea


Remove Extg. Damaged P.C. Conc.
Place P.C. Conc. Patch
Joint
Variable
Nom. 6"-18"
10''-24''
Variable 1½"-2"
Extg. Portland Cement Conc. Pvmt.
Saw Cut

SECTION A-A
JOINT REPAIR


Better scale →
for silicone
sealer
B
¾"
Extg. Portland Cement
See Beecrofts
letter item
Variable
2"-2½"
Silicon Sealer
Saw Cut
Backer Rod

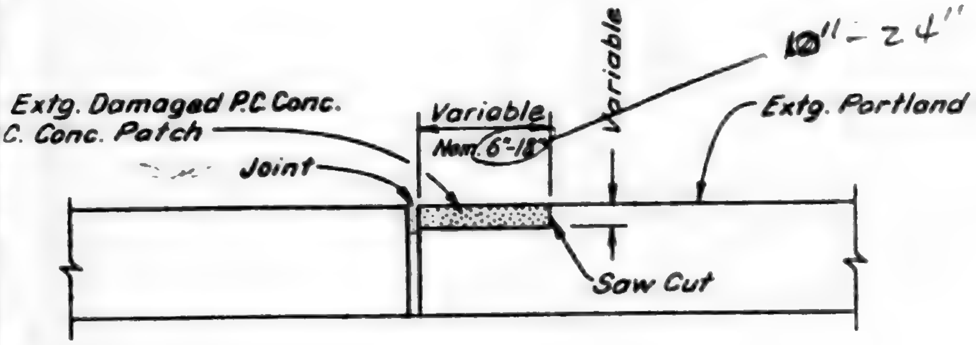

West Bound ℄
To Portland
12'
Common ℄
East Bound ℄
Joint
Joint
Joint
A
A
12'
12'
61.5'
To Pendleton

PLAN

Note: 1.) Areas Of Concrete Repair Shown Hatched. These Are To Be Determined By The Project Manage

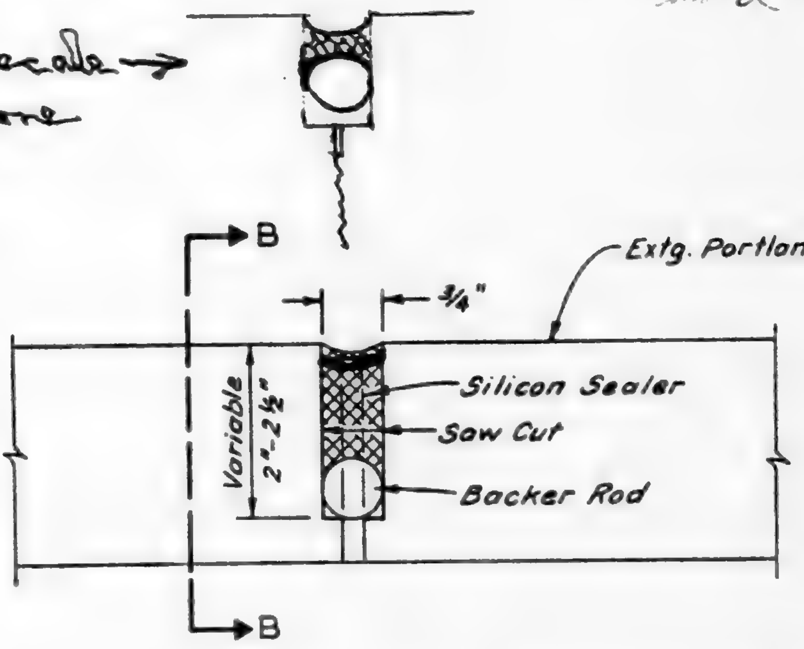
2.) All Transverse Joints Within Project Limits Are To Be Cleaned And Sealed

Sealed

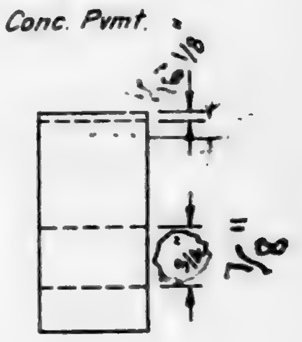

10" - 24"
Variable
Nom. 6"-18"
Variable 1½"-2"
Extg. Portland Cement Conc. Pvmt.
Extg. Damaged P.C. Conc.
P.C. Conc. Patch
Joint
Saw Cut

SECTION A-A
JOINT REPAIR

Better scale →
for silicone
sealer


B
B
¾"
Extg. Portland Cement Conc. Pvmt.
Variable
2"-2½"
Silicon Sealer
Saw Cut
Backer Rod

JOINT SEALING DETAIL

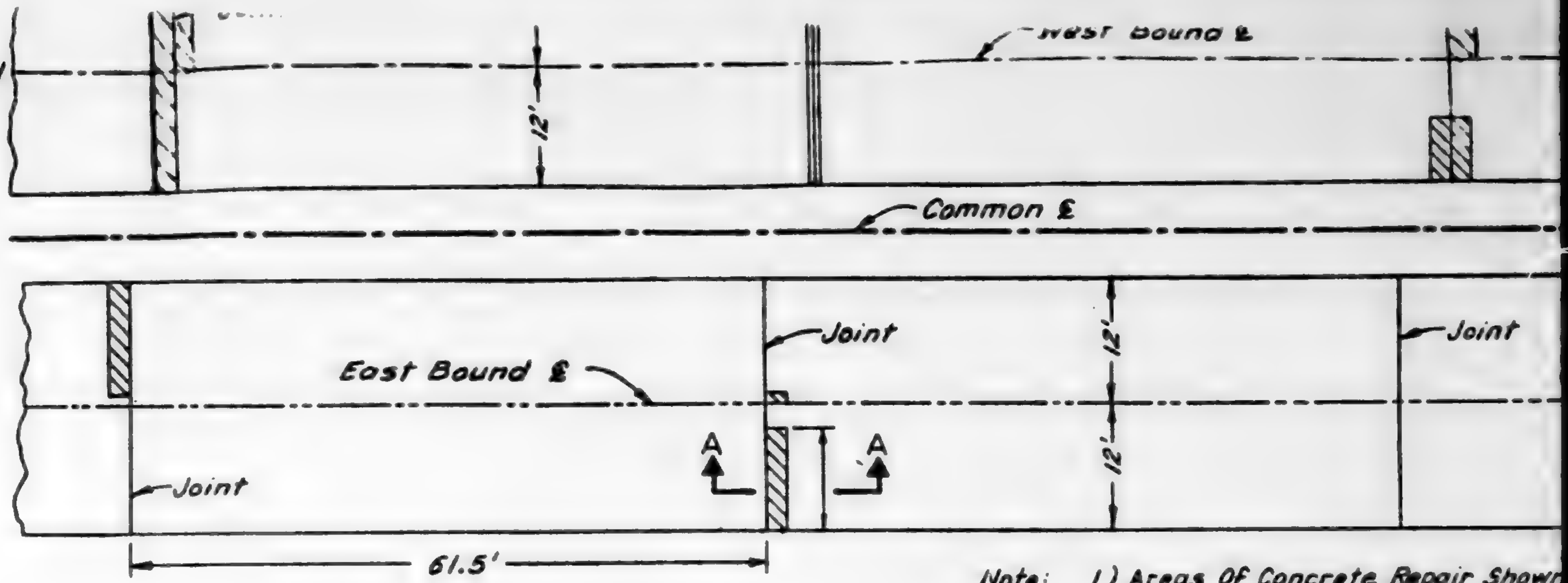

1/16
1/8
7/8"
3/16

Section B-B

TYPICAL CONCRETE JOINT REPAIR DETAILS

(For Additional Details, See Drg. No 2070)

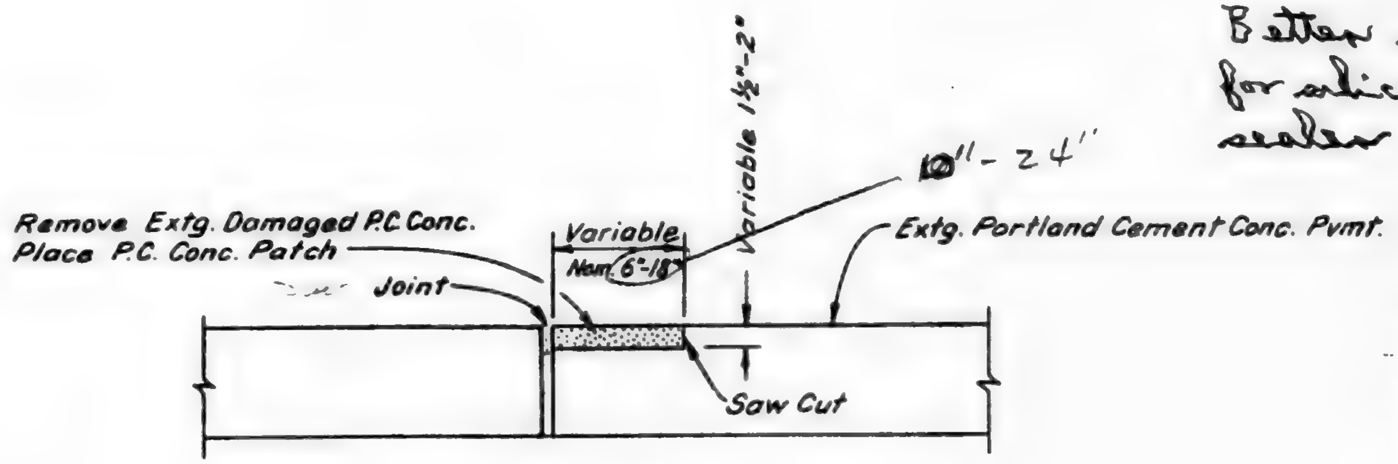
...cades Type II		Ea.	2			
... Area		Ea	4			
...Patching		Sq.Ft	[illegible]			
... sealing		L.F	4,75[illegible]			
... 20%						


To Portland
West Bound ℄
12'
Common ℄
East Bound ℄
Joint
Joint
Joint
A
A
12'
12'
61.5'

PLAN

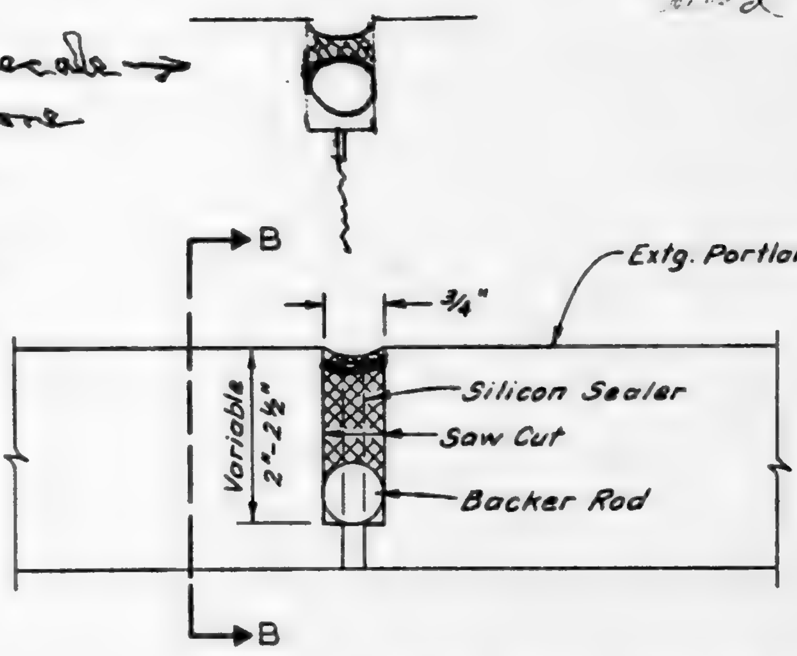
Note: 1.) Areas Of Concrete Repair Shown... These Are To Be Determined By...

2) All Transverse Joints Within ... To Be Cleaned And Sealed


Remove Extg. Damaged P.C. Conc.
Place P.C. Conc. Patch
Joint
Variable
Nom 6"-18"
10''-24''
Variable 1½"-2"
Extg. Portland Cement Conc. Pvmt.
Saw Cut

SECTION A-A
JOINT REPAIR

Better scale → for silicone sealer


B
B
3/4"
Variable 2"-2½"
Extg. Portland Cement Conc. Pv...
Silicon Sealer
Saw Cut
Backer Rod

JOINT SEALING DETAIL

Secti...

Hammer [illegible]

Sand blast ~~Grind Hoe~~ for [illegible] in [illegible] concrete [illegible]

Sand blast [illegible]

TYPICAL CONCRETE JOINT REPAIR DETAILS

(For Additional Details, See Drg. No 2070)

71-37

1-84

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: Don Adams
Final Design Engineer

DATE: February 11, 1983

FROM: Robert C. Pool
Region Operations Engineer

SUBJECT: UPRR O'Xing, The Dalles-15 Mi. Creek
633-1942

Versteeg
Anderson
I Adams P
Olson
Sullivan Pa copy without att.
Turpin
Trout
Wakerlig

RECEIVED
FEB 14 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring
Action

On February 11th we held a plan-in-hand review on this project. We looked at all the test joints and concluded that the following items should be included in the contract:

1. All joints are to be sawed to a 3/4" width using a double blade cut so that the width will not vary. Joint surfaces will be sandblasted to produce a rough surface. Specs? ✓
2. (3) A premolded joint filler will be used. Check with Bill Quinn for spec. If an occasional joint is irregular in width, use silicone joint filler - Dow 880.
3. ✓ Depth of concrete removal will vary from 2" to 4", with occasional areas going full depth (8"). Any substantial amount of full depth patching will be done on extra work.
4. Where concrete is to be removed, parallel saw cuts, a minimum of two inches apart, will be made over the entire area prior to removing the concrete. Saw cuts will be made full depth of concrete removal.
5. Area to be patched will be sandblasted prior to patching.
6. Concrete patching material, mix design, and bonding agent - see Bill Quinn.
7. Depth of joint - see Bill Quinn.
8. If irregular cracking occurs in patched areas outside of the joint area, the patches will be removed and redone at contractor's expense.
9. ✓ Width of patches will vary 10" to 24" transverse to centerline of joint. Length of patches (parallel to centerline of joint) will not be less than 14 inches. show min. on plan
10. Surface of patches will match grade of existing concrete.
11. All patches shall be water cured for 48 hours. Surface of the concrete will be wet at all times. A damp surface will not suffice.

REFERRED TO
Watson ~~Lemann~~ NEM
Cole Steudeamyer
Eriksen King
Beard Dorn Lee
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

81-125-1387

Contains Recycled Materials

12. Adhesive for premolded joint filler shall be Neo-lube.
13. Test sections constructed by State forces are located within the project limits and may be observed by prospective bidders.
14. Okay for patches to terminate in wheel path. Many of the test patches ended in wheel path and there were no signs of cracking or failure.
15. Reid Meritt will check quantity of patching based on revised patch sizes.
16. Concrete will be removed without damaging underlying concrete. Maximum size air hammer will be 20 lbs.

RCP:pw

cc: W.R. Meritt
    Gordon Beecroft

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Plan, Detail & Summary

TP&DT to be written in Special Provisions

STATE OF ORE

DEPARTMENT OF TRAN

STATE HIGHWAY

PLANS FOR PROPOSED P

UPRR O'XING (THE DALLES) -

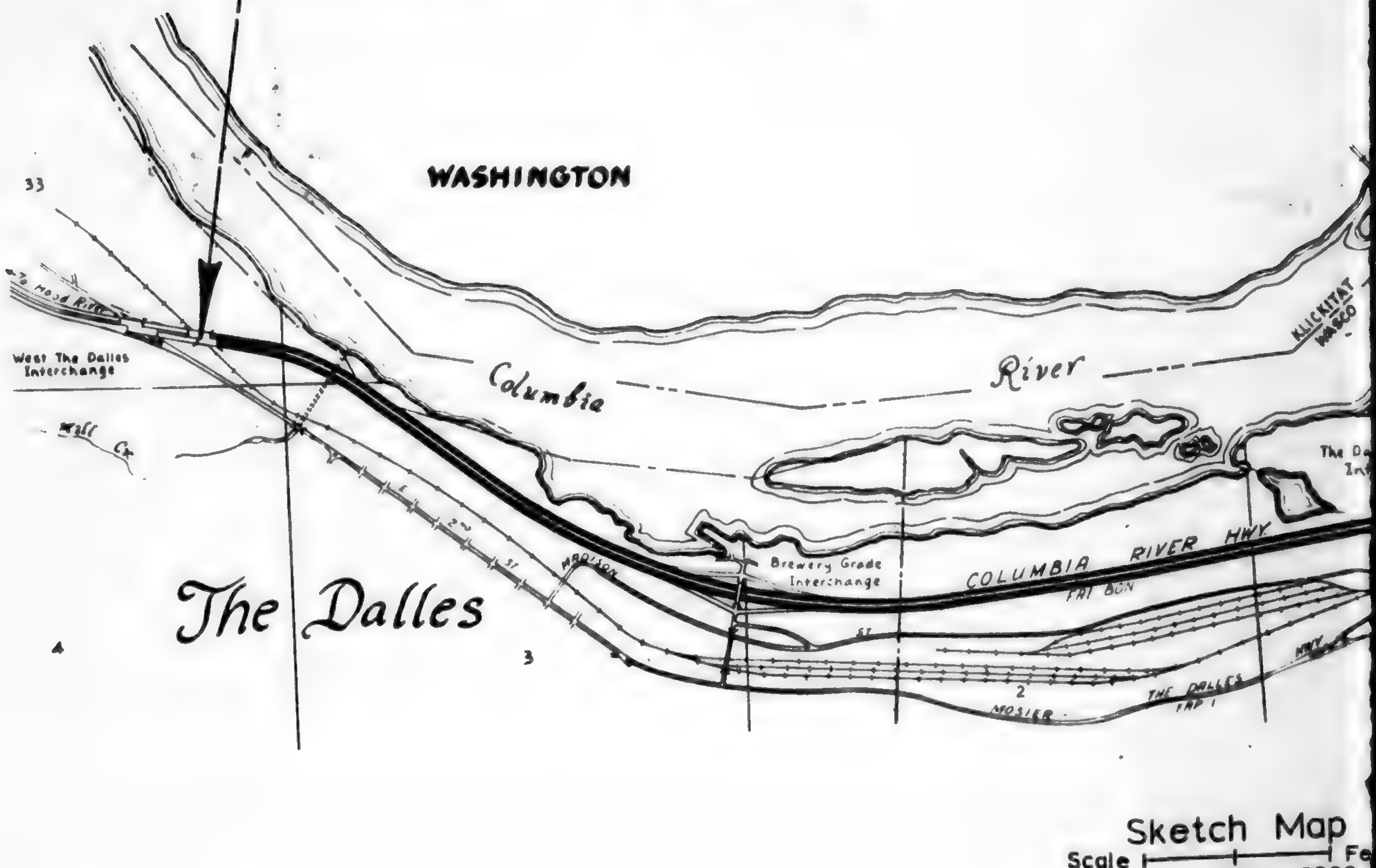
COLUMBIA RIVER H

WASCO COUNTY

PRELIMINARY COPY
SUBJECT TO CHANGE

END OF PROJECT
Sta. 249

BEGINNING OF PROJECT
Sta. 2302+15


WASHINGTON
33
To Hood River
West The Dalles Interchange
Mill Cr.
Columbia River
KLICKITAT
WASCO
The Da
In
Brewery Grade Interchange
COLUMBIA RIVER HWY.
FRT BON
2nd St
Madison
St
The Dalles
4
3
2
MOSIER
THE DALLES
HWY

Sketch Map
Scale 0 1000 2000 Fe

UPRR O'XING (THE DALLES)-FIFTEENMILE CR. SEC. COLUMBIA RIVER HIGHWAY WASCO COUNTY				SHEET No.
				1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

I-4R

ATE OF OREGON

NT OF TRANSPORTATION

HIGHWAY DIVISION

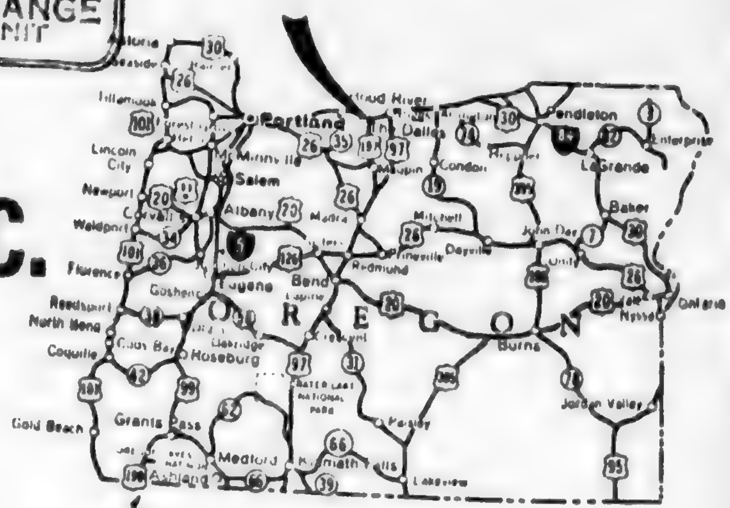
ANS FOR PROPOSED PROJECT

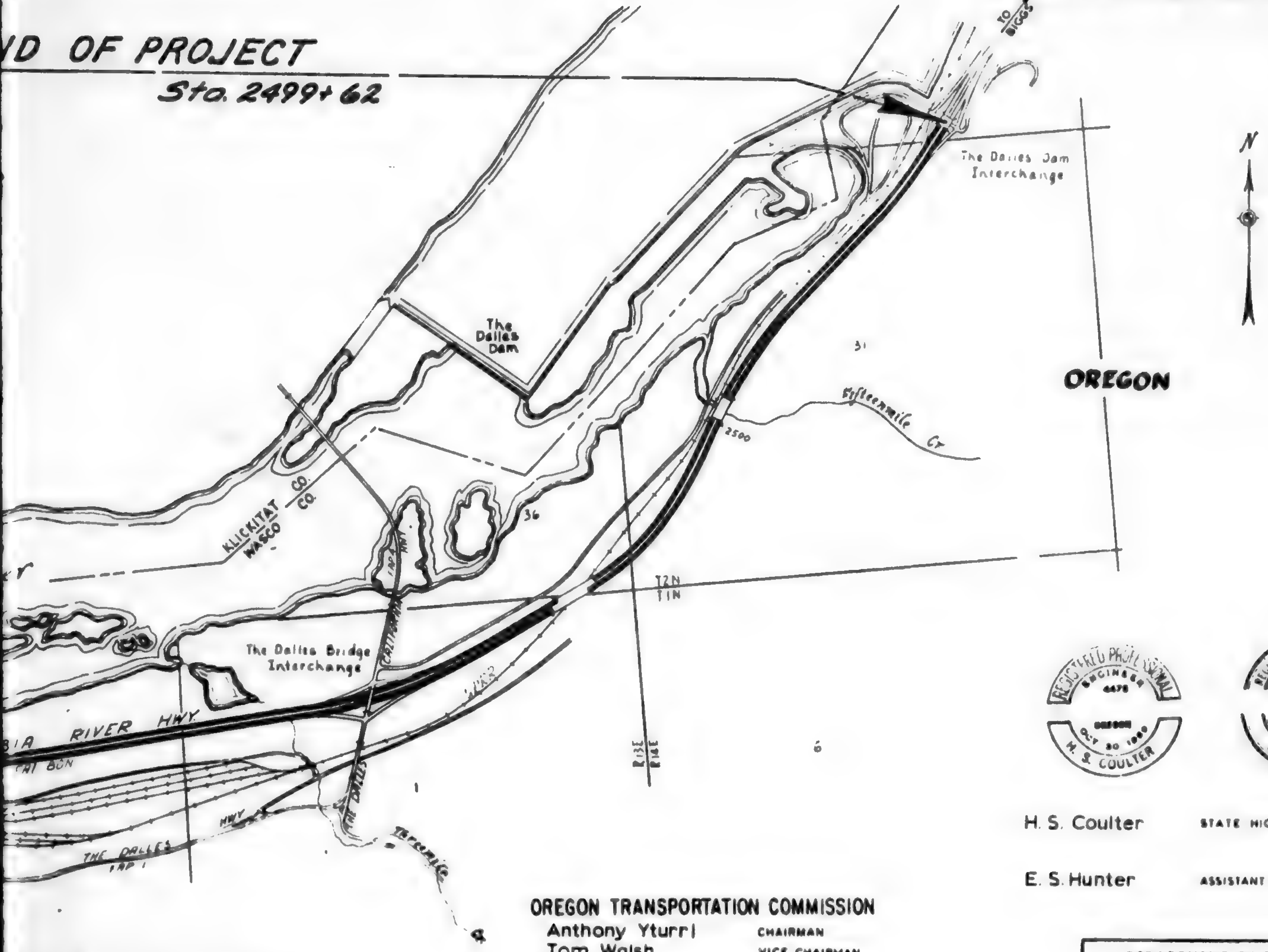
PRELIMINARY COPY
FEB 1 1983
SUBJECT TO CHANGE
FINAL DESIGN UNIT

DALLES) - FIFTEENMILE CR. SEC.

MBIA RIVER HIGHWAY

WASCO COUNTY


Astoria
Seaside
Tillamook
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coquille
Gold Beach
Portland
Hood River
The Dalles
Salem
Albany
Corvallis
Eugene
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Bend
Redmond
Madras
Prineville
Condon
Pendleton
La Grande
Enterprise
Baker
John Day
Burns
Ontario
Jordan Valley
OREGON


ND OF PROJECT
Sta. 2499+62
TO BIGGS
The Dalles Dam Interchange
N
The Dalles Dam
OREGON
Fifteenmile Cr
2500
KLICKITAT CO.
WASCO CO.
36
31
T2N
T1N
R13E
R14E
The Dalles Bridge Interchange
BIA RIVER HWY
THE DALLES HWY
Fifteenmile
Feet
0
1000
2000

Sketch Map

Scale

H. S. COULTER 4475 OCT. 30, 1960

EDGAR S. HUNTER 4653 MAY 13, 1960

H. S. Coulter — STATE HIGHWAY ENGINEER

E. S. Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Tom Walsh	VICE CHAIRMAN
Peter J. Brix	COMMISSIONER
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

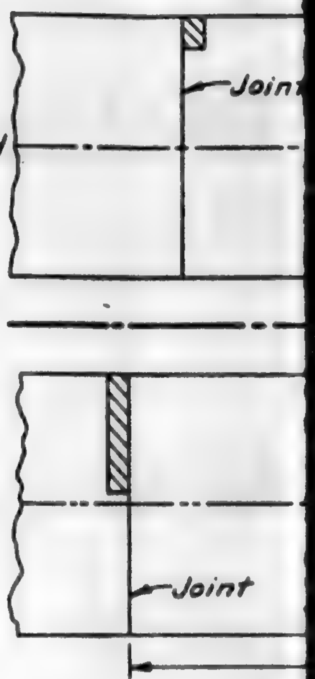
FIELD OPERATIONS ENGINEER — DATE

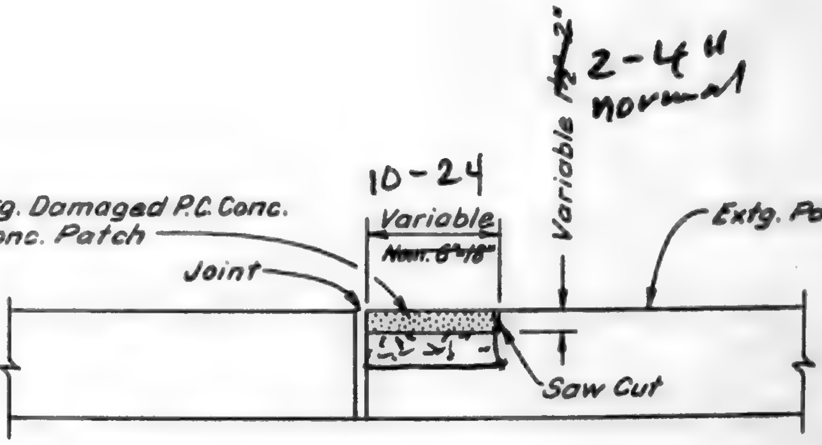
No R/W Map

S U M M A R Y

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	

No.	Item	Code	Unit	Quant.
	Mobilization		L.S.	
	T.P. & D. of T.		L.S.	
	Temporary Signs		Sq.Ft	440
	Temp. Barricades Type II		Ea.	2
	Sequential Arrow		Ea.	4
	P.C.C. Pavement Patching		Sq.Ft	10,000
	P.C.C. Joint sealing		L.F.	14,750
	Eng. + Cont. 20%			


Joint
To Portland
Joint


10-24
Variable
~~Min. 6"-18"~~
Variable ~~Max. 2"~~
2-4" normal
Remove Extg. Damaged P.C. Conc.
Place P.C. Conc. Patch
Joint
Extg. Portland Co
Saw Cut

SECTION A-A
JOINT REPAIR

TYPICAL CON

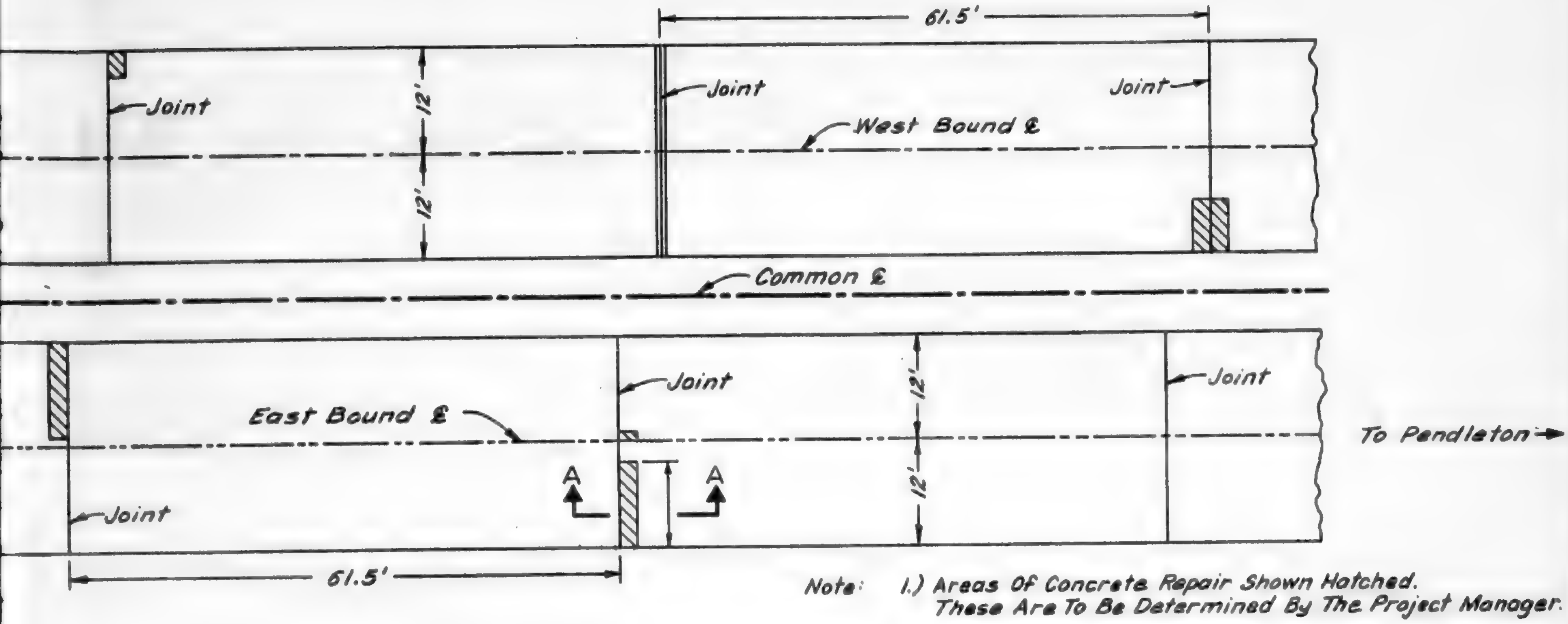
(For Ac

Mann, Reed, Butts

FORM NO. 734-1799

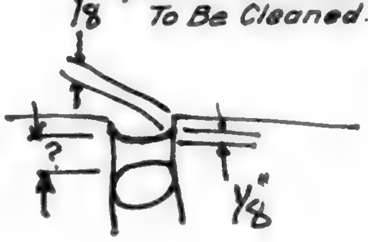
UPRR O'XING (THE DALLES)-FIFTEE
COLUMBIA RIVER HIGHW
WASCO COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	
10	OREGON			See Index


61.5'
Joint
Joint
Joint
12'
12'
West Bound ℄
Common ℄
East Bound ℄
Joint
Joint
12'
12'
A
A
Joint
To Pendleton
61.5'

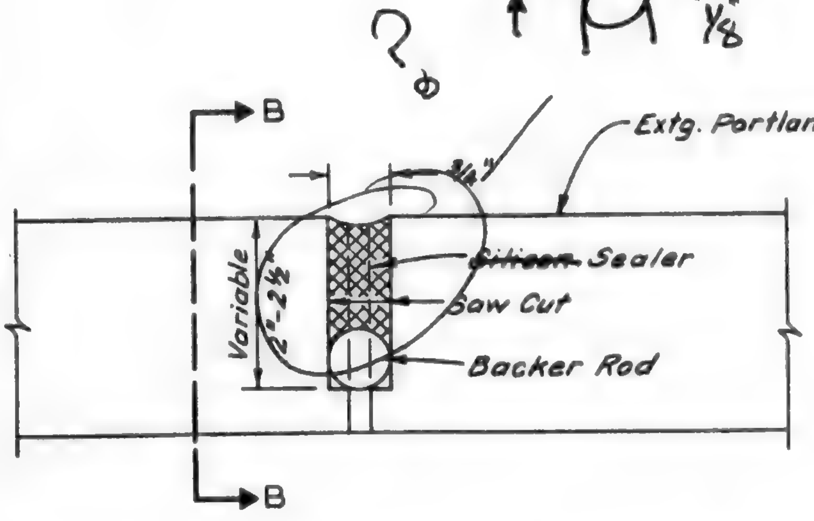
PLAN

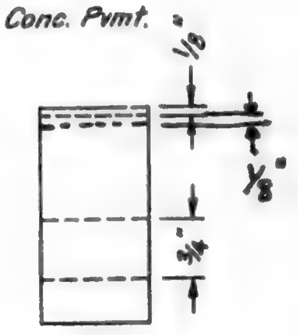
Note: 1.) Areas Of Concrete Repair Shown Hatched. These Are To Be Determined By The Project Manager.
2.) All Transverse Joints Within Project Limits Are To Be Cleaned And Sealed



See Bill Quinn for details

Extg. Portland Cement Conc. Pvmt.


?
B
3/4"
Extg. Portland Cement Conc. Pvmt.
~~Silicon~~ Sealer
Saw Cut
Backer Rod
Variable
2"-2½"
B



Section B-B

JOINT SEALING DETAIL

CAL CONCRETE JOINT REPAIR DETAILS

(For Additional Details, See Drg. No 2070)

9627

RES 7 J

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
FEB 26 '82
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

TO Robert C. Pool
Region Construction-Maintenance Engineer

DATE: February 24, 1982

FROM William J Quinn
William J. Quinn
Research Coordinator

SUBJECT: Pavement Joint Repair
The Dalles - Fifteenmile Creek Section

On January 25 and 26, 1982, the joint repairs that were made in the portland cement concrete pavement at The Dalles were inspected and evaluated by Richard Hawkin, Wayne Coder, Dave Carter, Bill Fox and myself. The repairs were made in April 1981 for the purpose of evaluating two patching materials and two joint sealers. At the time of the inspection, the condition of the concrete patching materials varied from good to bad while the condition of the joint sealers was generally very good.

The patches that were made with conventional portland cement concrete were generally in better condition than those made with polymer concrete but two failures were noted. The PCC patches at MP 85.11 and 85.12 had serious cracking problems but they were attributed to damage which occurred during construction. No attempt was made to cut or block out the joint before traffic was allowed over the repair. In addition, the concrete had not cured sufficiently before the traffic lane was reopened. The premature loading caused reflective cracking to appear near the old pavement joints. Although the cracks were very tight at first, they got progressively worse until some delaminations have developed. The ride quality over all of the repairs was very smooth.

The remaining PCC patches appeared to be successful. They were well bonded to the substrate concrete and there was no indication of shrinkage or thermal separation.

The condition of all of the polymer concrete patches was very poor. Extensive map cracking has occurred on the surface of all patches and a very noticeable shrinkage crack has appeared around the perimeter of the repairs. All of the cracks have gotten wider since last August when they were noted as being tight. Some shallow surface delaminations were also detected in two patches when they were sounded with a hammer. The resin content used in preparing the patches at MP 85.14 and 85.18 was a little higher than required and this may have contributed to some of the shrinkage problem.

Both the Dow-Corning 888 poured-in-place silicone sealer and the Acme compression joint sealer L125 were performing satisfactorily in nearly all of the joints. The silicone sealer was partially disbonded in a few small isolated locations where it was not installed properly. Some

NOTED
GORDON W [illegible]

disbonding occurred where the material was not completely placed below the wheel traffic. The Dow 888 sealer was far better able to accomodate an irregular sidewall of the joint than the compressive joint sealer.

The Acme compression sealer was not tightly bonded to the concrete at locations where the sides of the joints were irregular. Some sanding material was noted in these areas during the inspection. There were no noticeable problems however where the sidewalls were smooth.

In addition to our official study, the maintenance crew installed a few epoxy patches at damaged pavement joints near the test sites. The epoxy used was Niklepoxy Cement Product No 4. The inspection of the epoxy patches indicated they were performing very well. There were no cracks in the epoxy patches but there were some in the surrounding substrate concrete. This cracking is common near epoxy patches because of the difference in thermal coefficient between the concretes. The cracking in the substrate concrete has not been detrimental however.

The approximate materials costs of the patching materials and joint sealers were as follows:

3/4" Silicone Sealer	$ .88/lin ft
Acme L-125 Neoprene Sealer	$1.95/lin ft
Adhesive Engineering Polymer Concrete	$1600/cy
Niklepoxy Epoxy Concrete	$1600/cy
Conventional Portland Cement Concrete	$ 80/cy

The performance of the patching materials has not been completely satisfactory, but I feel the joints can be repaired with conventional portland cement concrete if better construction techniques are used. Allowing a curing period of even a few days and the preparation of the joint at the correct time would greatly improve the durability of the patch.

If a choice has to be made between the silicone sealer and the compressive sealer, I would prefer the silicone sealer because of its cost and its ability to occupy irregular joints.

If the contract to repair the joints in not awarded this year, I recommend we examine the use of urethane and polyurethane joint sealers. I have also received offers of free patching materials from vendors if we wish to try them.

WJQ:pb

2-26-82
bc ✓R.N. Bethman

OK [illegible] 3-3

cc: Richard Hawkin
Wayne Coder
Dave Carter
John Scofield

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: PCC Pavement Joint Restoration and Rehabilitation

NOTED
H. S. COULTER

Date: January 28, 1981

From: Acting Division Administrator

Reply to Attn. of: HFO-OR/520.3

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

c of 4
KES 5

Attached is an announcement for National Experimental and Evaluation Program (NEEP) Project No. 27, Portland Cement Concrete Pavement Joint Restoration and Rehabilitation. We believe that a project to repair the spalled joints on I-84 at The Dalles would be an excellent candidate for this NEEP project.

The joints on this section appear to be spalling due to the intrusion of incompressible material into the joints. Since faulting does not appear to be a problem, patching the spalled areas and installing an improved joint sealant should return the section to its original condition.

Your Division recently completed a contract with FHWA's Implementation Division to evaluate pavement patching materials. In the final report prepared by Messrs. Quinn and Beecroft two PCC patching materials were identified which provide good workability and very good durability. These were DuPont's Crylcon and Adhesives Engineering's Concresive 2010-2020.

The Implementation Division also has a polymer concrete patching material which is very similar to the proprietary products mentioned above. They would be willing to provide the polymer materials for approximately eight cu. yds. of concrete, along with someone to provide technical advice on its placement. You would need to supply the aggregate, equipment and labor to place it. The principle advantage of the Implementation Division material over the proprietary material is that it is somewhat less expensive.

The Dalles project would be an excellent opportunity to evaluate these materials on a larger scale. While the cost of these patching materials is quite high, they should be very competitive when balanced against the cost of an overlay, thick enough to prevent reflective cracks and the related expense to adjust the guardrail and median barrier.

Please advise if you are interested in undertaking this experimental project. Mr. Pillsbury is available to provide any necessary assistance in initiating this timely experimental and evaluation program.

STATE HWY ENGR
JAN 29 '81
REFER TO

for E. J. Valach

Attachment

cc: w/attach
OSHD (G Beecroft, Rsrch)
OSHD (J H Versteeg, Eng)
OSHD (F E Terpin, Loc)

9627

I-84

LOCATION PROSPECTUS
OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: UPRR O'Xing (The Dalles)-Fifteenmile Creek

HIGHWAY NAME: Columbia River

HIGHWAY NUMBER: 2

REGION: 4

ADMINISTRATIVE DISTRICT: 9

COUNTY: Wasco

CITY: --

LENGTH: 3.8 mi.

MILEPOST NUMBER: 84.24 TO 88.04

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☒ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER RRR

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☐ GRADING ☐ PAVING ☐ STRUCTURE ☐ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☒ OTHER Joint Repair

PROJECT DESCRIPTION

Repair spalled joints in P.C.C. pavement. This covers the entire P.C.C. section paved in 1967 with sawed joints at 61.5 ft. intervals.

Verstoog
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAY 27 1981
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring to ___/___
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 10,000

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME)

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☒	☐	☐	☐	☐	☐
PROPOSED	☒	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Location Engineer
Date 5/26/81

FORM 734-1730 (12-78) Page 1

3 - FEATURES

	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES		No change
SHOULDERS		
MEDIANS		
PARKING LANES		
SIDEWALKS		
BIKEWAYS		
INTERCHANGES		
OTHER:		

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☐	☒	☐
Traffic Signals	☐	☒	☐
Signing	☐	☒	☐
Illumination	☐	☒	☐
Structures	☐	☒	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☒	☐
Drainage	☐	☒	☐
River ______________	☐	☒	☐
Stream ______________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☐	☒	☐
Simple Acquisition	☐	☒	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☐	☒	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☐	☒	☐
Conditional Use	☐	☒	☐
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☐	☒	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	Y[illegible]	NO	MAYBE		YES	NO	MAYBE
Agreements (City-County Etc.)	☐	☒	☐	Hydraulics Study	☐	☒	☐
Environmental Assessment	☐	☒	☐	Soils Investigation	☒	☐	☐
Statewide Assessment	☒	☐	☐	Airport Clearance	☐	☒	☐
Negative Declaration	☐	☒	☐	Economic Analysis	☐	☒	☐
Environmental Impact Statement	☐	☒	☐	Requires Field Survey	☒	☐	☐
4-F Statement	☐	☒	☐	Old Survey Available	☐	☒	☐
Citizen Advisory Committee	☐	☒	☐	Requires Vicinity Map	☐	☒	☐
Public Hearing ____________	☐	☒	☐	Requires Photogrammetry	☐	☒	☐
Borrow Source	☐	☒	☐	Requires Reconnaissance Survey	☐	☒	☐
Material Source	☐	☒	☐	Reconnaissance Available	☒	☐	☐
Utilities	☐	☒	☐	Design Review	☐	☒	☐

Type ______________________________

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☐ N/A	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(4)	1
PRELIMINARY DESIGN	( )	N/A
DESIGN APPROVAL/FINAL EIS	( )	N/A
RIGHT-OF-WAY DESCRIPTIONS	( )	N/A
RIGHT-OF-WAY ACQUISITION	( )	N/A
P.S. & E. DOCUMENTS	( )	3

RECOMMENDED CONSTRUCTION DATE	____________ (Region)	[illegible] '82 (Salem)

6 - SUGGESTED BASE DESIGN

[illegible]	NEW WORK	OVER EXISTING
Joint Repair		

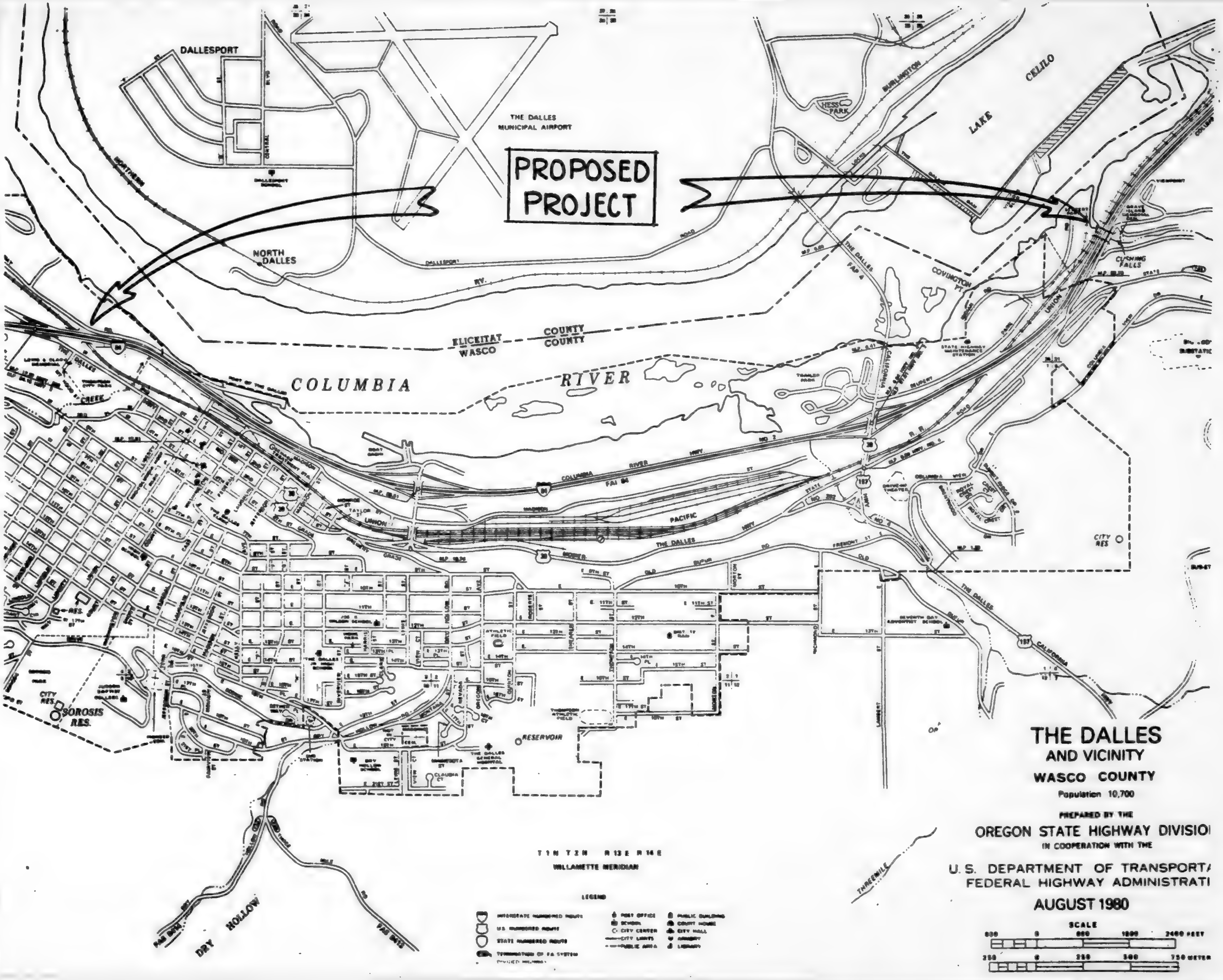
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING	$ 24,000.	15,700 [illegible]
RIGHT OF WAY		
TRAFFIC CONTROL	13,733.	25.000
ILLUMINATION		
STRUCTURES		
RAILROAD	224,471.	
ROADWAY		224.471
OTHER		
ENGINEERING & CONTINGENCIES	47,640.	47.640
PROJECT TOTAL	$309,844.	312.811

SUBMITTED BY J. H. Hayden


PROPOSED
PROJECT
DALLESPORT
THE DALLES
MUNICIPAL AIRPORT
NORTH DALLES
LAKE CELILO
BURLINGTON
HESS PARK
COVINGTON
CELILO FALLS
KLICKITAT COUNTY
WASCO COUNTY
COLUMBIA RIVER
UNION PACIFIC
THE DALLES
CALIFORNIA
COLUMBIA RIVER HWY
FAI 84
RESERVOIR
SOROSIS RES.
CITY RES.
DRY HOLLOW
THREEMILE
T 1 N T 2 N R 13 E R 14 E
WILLAMETTE MERIDIAN
LEGEND
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
TERMINATION OF F.A. SYSTEM
DIVIDED HIGHWAY
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC AREA
PUBLIC BUILDING
COURT HOUSE
CITY HALL
ARMORY
LIBRARY
THE DALLES
AND VICINITY
WASCO COUNTY
Population 10,700
PREPARED BY THE
OREGON STATE HIGHWAY DIVISIOI
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORT/
FEDERAL HIGHWAY ADMINISTRATI
AUGUST 1980
SCALE
600 0 600 1200 2400 FEET
250 0 250 500 750 METER

9627

2

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-3(1)82

2. STATE PROJECT NO. See below

2A. COUNTY NAME Wasco

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10144

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/27/81

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
UPRR O'Xing (The Dalles) Fifteen Mile Creek Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $15,700 - F.F. $13,840
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's PEA dated 4/16/81.

RECEIVED
STATE HWY ENGR
APR 30 '81
REFER TO Moehring
FOR
Info Inves R/D D/R Sign Act File

orig [illegible]
4-30-81

14. DATE 4/27/81

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

96-97 2

STATE OF OREGON INTEROFFICE MEMO

TO: Memo to the Files

DATE: April 24, 1981

William J. Quinn

FROM: William J. Quinn
Research Coordinator

SUBJECT: The Dalles-Fifteenmile Creek Section I-84

I-84
Wasco Co.

The repair of damaged joints and the installation of joint sealers were accomplished during the week of April 20, 1981. During this work four different types of joint conditions were selected for testing. These conditions were:

(1) Major concrete damage of both sides of the joint.
(2) Major concrete damage on only one side of the joint.
(3) Minor concrete damage on one side of the joint.
(4) No concrete damage at the joint.

A list of the repaired joints and their location is found in Table A.

Two different patching materials and three types of joint sealers were used during the project. The different materials were:

PATCHING MATERIALS	JOINT SEALERS
(1) Portland Cement Concrete Type III Cement	(1) Dow-Corning 888 - Silicone Sealer
(2) Polymer Concrete (Concresive 2020)	(2) Acme L-125 - Neoprene Sealer
	(3) Acme M-081 - Neoprene Sealer

The portland cement concrete was an 8 sack mix with a designed water-cement ratio of 0.40. A superplasticizer (Mighty 150) was used to increase slump and workability. The batch weights for the patching materials appear in Table B.

The preparation of the repairs consisted of sawing the concrete scheduled for removal in 2" strips to a depth of 2-1/2". This work was done one week before the repairs were made. On the morning the repairs were to be made, small chipping guns were used to remove the unwanted concrete pavement. Once the concrete was removed the entire area was sandblasted and blown clean.

Concresive LPL 1001 epoxy was used as a bonder for the portland cement concrete, while Concresive 2042 was used to bond the polymer concrete.

The portland cement concrete was mixed, placed, and finished without problems. An adjustment was made in the resin content of the polymer

NOTE[illegible]
[illegible]

NOTED
G. C. WILLS

NOTED
W. N. HACKLEMAN

NOTED
F. E. TERPIN

concrete when the first days mix appeared too wet. The polymer concrete was also mixed, placed, and finished without problems.

After the repair concrete had cured sufficiently the openings for the joint seals were made with a dual saw cut to the appropriate depth. Once the concrete was removed the joint sealers were installed.

The installation of the neoprene joint sealers conisted of applying a lubricant-adhesive to the sides of the opening before the preformed sealer was forced into the hole. The time required to place a 12 ft strip was 20 to 25 minutes.

A backer rod made of an open cell styrofoam was first inserted into the opening to a depth of 1/2" before the silicone sealer was applied from a caulking gun. After the silicone was in place the upper surface was tooled with a spoon to give it a concave shape. The time required to place a 12 ft seal was 12 to 15 minutes. The silicone sealer remained very soft and pliable for the first 24 hours after installation. Tiny rocks were found embedded into its surface. This may be bad in the long run, but it did not appear to hurt the sealer now.

The major problem that developed during this test was the portland cement concrete failed to cure sufficiently in 7 hours to carry traffic. The surface of two Condition 1 repairs were damaged by tires during the first night. Because the portland cement concrete failed to cure, the contraction joint was not made in the fresh concrete until the next day. Unfortunately, some reflective cracks appeared in the new concrete on both sides of the old joint. The concrete failed to cure quickly because of the moderate 55 F ambient temperature.

On the second day, a 9 hour cure was allowed before the repairs were subjected to tire traffic. No damage was found when the longer cure time was provided.

When the Condition 2 and 3 joint repairs were made the greasing of the old concrete surface at the meet line prevented bonding and no cracking in the patches was found.

The polymer concrete patches cured sufficiently in 2 to 3 hours to allow cutting of the contraction joint and the resumption of traffic at that time. Although the joints were not cut in the Condition 1 polymer concrete joint repairs, the material was not damaged.

Observation and Comments

The portland cement concrete patching is suitable for the joint repair work if the traffic can be diverted from the lane undergoing repairs for several days. Even if high early cement is used, the relationship between cure time, cure temperature, and compressive strength will be a controlling factor in the successful use of the system. In Condition 1 repairs, the contraction joint will have to be cut at just the right time to prevent the reflective cracks from appearing in a random pattern. In Condition 2 and 3 the reflective cracking problem can be solved by greasing the meetline.

If polymer concrete is used to repair the joints, traffic can be allowed on the patches after a 3 hour cure. It would be advisable to cut the contraction joint before traffic is allowed over the Condition 1 joint repairs.

The material cost for the polymer concrete is approximately $1600/cy while the cost of the portland cement concrete is about $80/cy. The cost effectiveness of each system should be considered along with lane closure.

Both the Silicone 888 sealer and L-125 neoprene were easy to apply and install. The 888 sealer is better suited to fill an irregular hole if spalling should occur while the opening is being prepared. The material cost for a 3/4" silicone sealer is about 88¢/lin ft while the L-125 neoprene sealer cost $1.95/lin ft. If a smaller joint opening will accommodate the movement, a M-081 neoprene selaer can be used at a cost of $1.05 lin ft. Getting a continuous sealer across two lanes of traffic may be a problem with the neoprene selaer, but not if the silicone sealer is used.

The coefficient of thermal expansion of the concrete pavement at The Dalles is now being determined. Brass plugs have been installed at five consecutive joints in order to measure pavement movement. It would be advantageous to determine the maximum movement before designing the width of the sealer. If the project can be delayed until the summer of 1982, the performance of the materials can be evaluated. If the project cannot be delayed, the joints can still be designed with a slightly greater factor of safety. The additional materials cost will not greatly increase the cost of the project.

WJQ:pf
Attach (Tables A & B)
cc w/att: Duane Christensen
John Scofield
Dick Hawkins
R. C. Pool
Wayne Coder
Jack Sullivan
J. H. Versteeg ✓

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
2 Terpin
3 Trout
Wakarlig

RECEIVED
APR 27 1981
ROAD DESIGN SECTION

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Action

TABLE A

Joint Repair Log

Condition	Lane	Mile Post	Repair	
4-1	WB	84.75	None	Dow-Corning 888
4-2	WB	84.78	None	Dow-Corning 888
4-3	WB	84.79	None	Acme L-125
4-4	WB	84.80	None	Acme L-125
1-1	EB	85.11	PCC	Dow-Corning 888
1-2	EB	85.12	PCC	Acme L-125
1-3	EB	85.14	Poly C*	Acme L-125
1-4	EB	85.17	Poly C*	Dow-Corning 888**
3-1	EB	85.55	PCC	Dow-Corning 888
2-1	EB	85.58	PCC	Acme L-125
2-2	EB	85.59	PCC	Dow-Corning 888
3-2	EB	85.61	Poly C*	Dow-Corning 888
3-3	EB	85.64	Poly C*	Acme L-125
2-3	EB	85.65	Poly C*	Dow-Corning 888
3-4	EB	85.66	Poly C*	Acme M-081***

* Polymer Concrete
** Silicone sealer joints received a treatment of Dow 1200 primer.
*** Joint opening cut at 5/8" which is too large for sealer.

TABLE B

Mix Quantities
(per cubic foot)

Portland Cement Concrete	
Cement Type III	27.8 lbs
Coarse Aggregate (3/4" - #4)	64.8 lbs
Sand	40.7 lbs
Water	9.7 lbs
Mighty 150 Superplasticizer	3.0 oz

Polymer Concrete		
Concresive 2020	Day 1	Day 2
Powder	80.0 lbs	80.0 lbs
Liquid	10.8 lbs	9.0 lbs
Aggregate (3/4"- 1/4")	56.0 lbs	56.0 lbs

1-80

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310
March 20, 1981

FROM: John T. Scofield
Surfacing Design Engineer

SUBJECT: P.C.C. Pavement Joints-The Dalles-Fifteenmile Creek Section I-84.

TO: Frank Terpin
Location Engineer

Submitted herewith is the report on our investigation of the P.C.C. Pavement Joints on The Dalles-Fifteenmile Creek Section of I-84.

Also attached are copies of a letter from FHWA, and from Gordon Beecroft suggesting a possible trial repair job. This trial could possibly be performed prior to the final decision on repair methods.

JTS:jm

Attachments

cc: J. H. Versteeg
G. Beecroft
Dale Allen

1 Versteeg ✓
2 Anderson
Christensen W
3 Olson
4 Sullivan
Terpin
Trout
Wakerlig

RECEIVED
MAR 23 1981
ROAD DESIGN SECTION

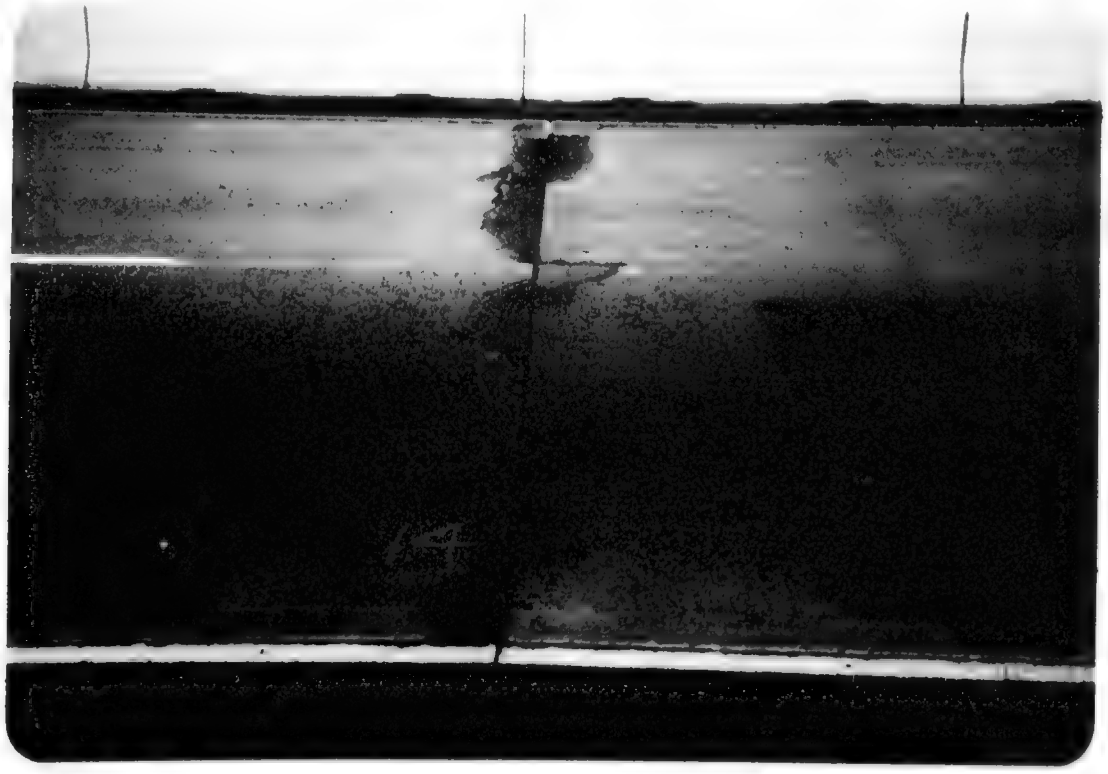
Do Not File ☐
Return To
Bring up __/__/__
Action

The following Document(s) are Photographs

REPORT ON P.C.C. PAVEMENT JOINTS
THE DALLES - FIFTEENMILE CREEK SECTION
COLUMBIA RIVER HIGHWAY
WASCO COUNTY

In November 1980, this crew made a detailed condition survey of the P.C.C. pavement joints, on The Dalles - Fifteenmile Creek Section of I-84. The purpose was to determine the cause of road-roughness, the degree and distribution of distress and the probable causes of failure. The survey consisted of a visual examination and tabulation by numerical code of the distress at each joint in all four lanes for the length of the P.C.C. section. Representative measurements, especially depths of unpatched spalled areas, were made and photographs taken to illustrate how the raters were applying the numerical code.

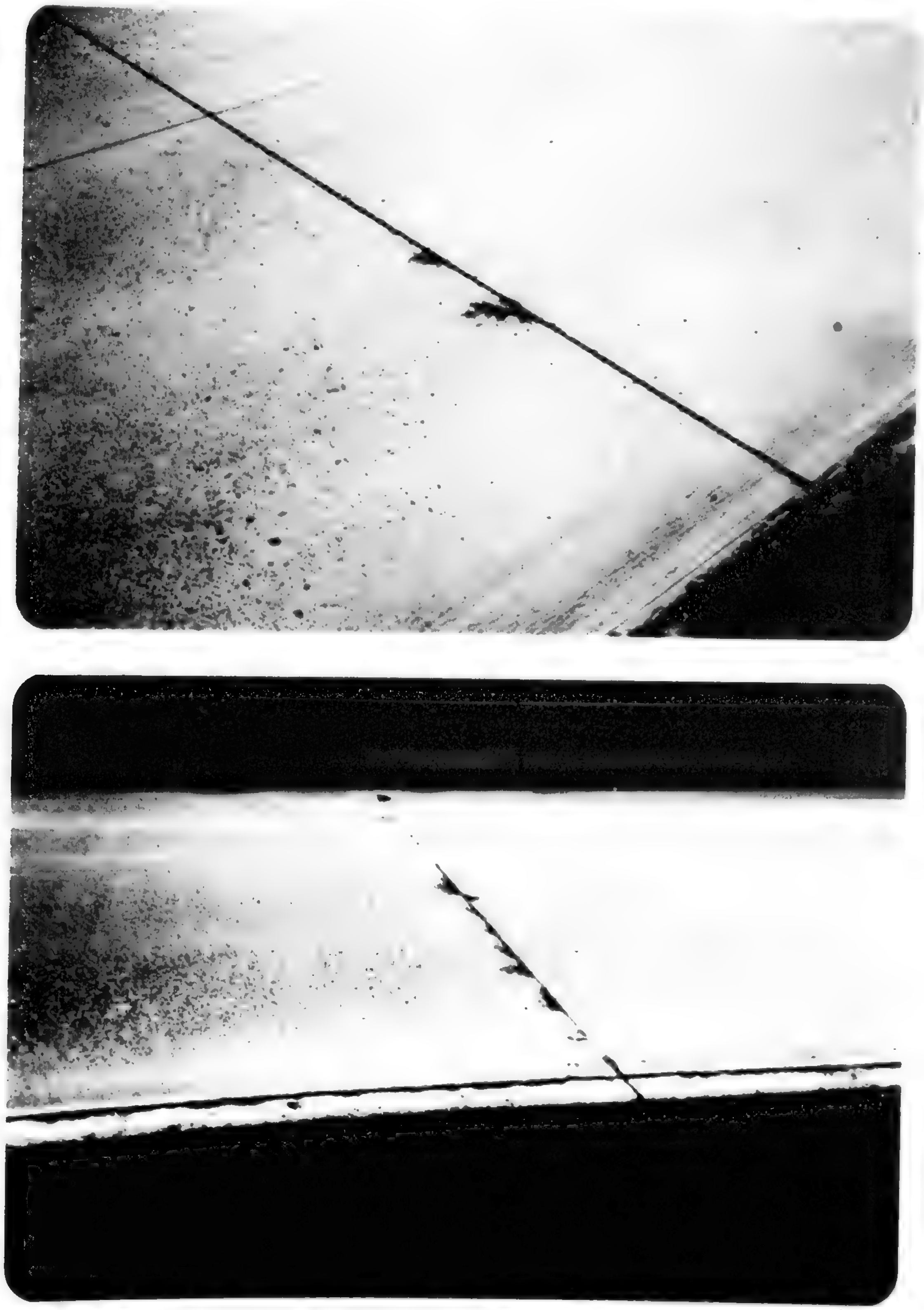
We found that the main cause of roughness seems to be spalling of the P.C.C. surface at the joints and non-uniform patching with a variety of materials.



Major Damage: Patched with variety of materials

Although there was a small amount of cracking away from the joints, it does not seem to be contributing to the road-roughness.

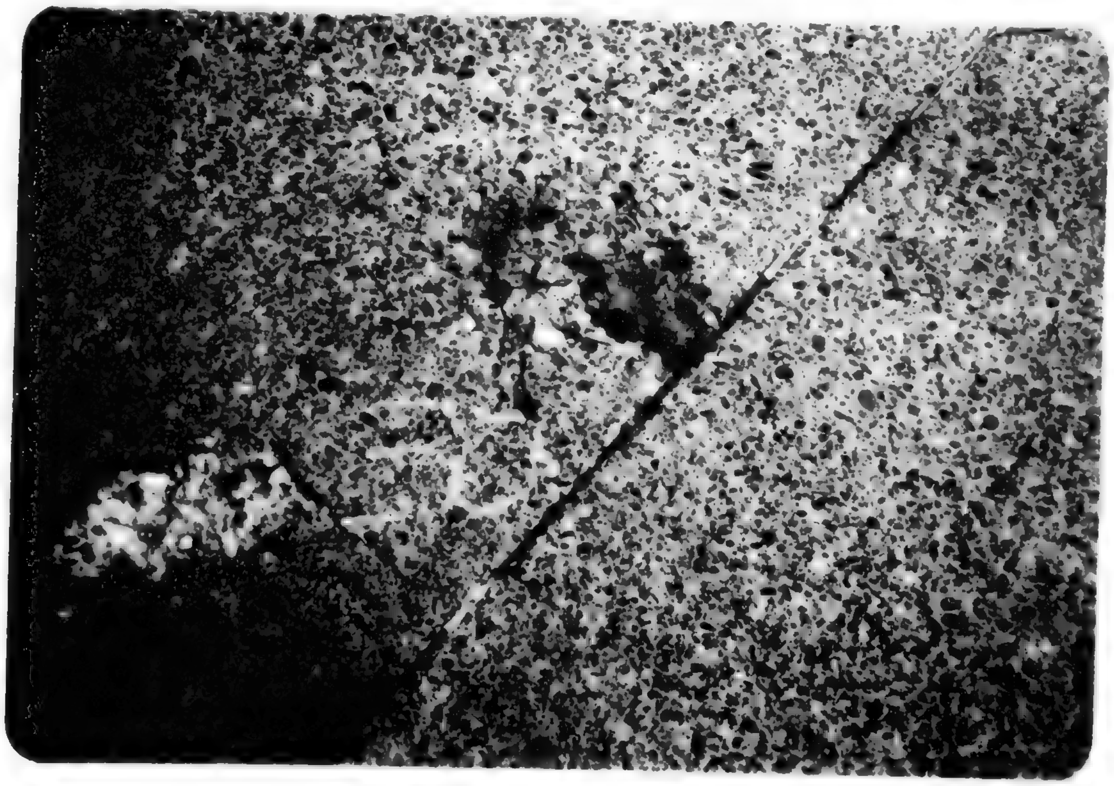
Most of the distress occurs at the joints and consists of cracks and spalling of concrete to depths of 1 to 3 inches (determined by 44 depth measurements) plus corner cracking of panels.



Typical unrepaired damage, showing depths of the spalling

We feel that this damage is not load related. It is about evenly distributed in all four lanes as far as the number of damaged joints is concerned. If it were load related, we feel the outside lanes should show more distressed joints than the inside lanes since the heavy truck traffic is normally concentrated here. Also, the damaged joints are not uniformly distributed over the length of the job, but appear at random or sometimes in groups for short stretches. There are many stretches of several undamaged joints in a row. Finally, structural damage caused by heavy loading would generally extend through the full depth of the P.C.C.

We think the primary cause of distress at the joints is the condition of the joint seals. Rather than being uniformly sealed, they are sealed with different materials in different locations. The seal is missing in many spots, and there seems to be some correlation between missing joint seals and spalled joints.

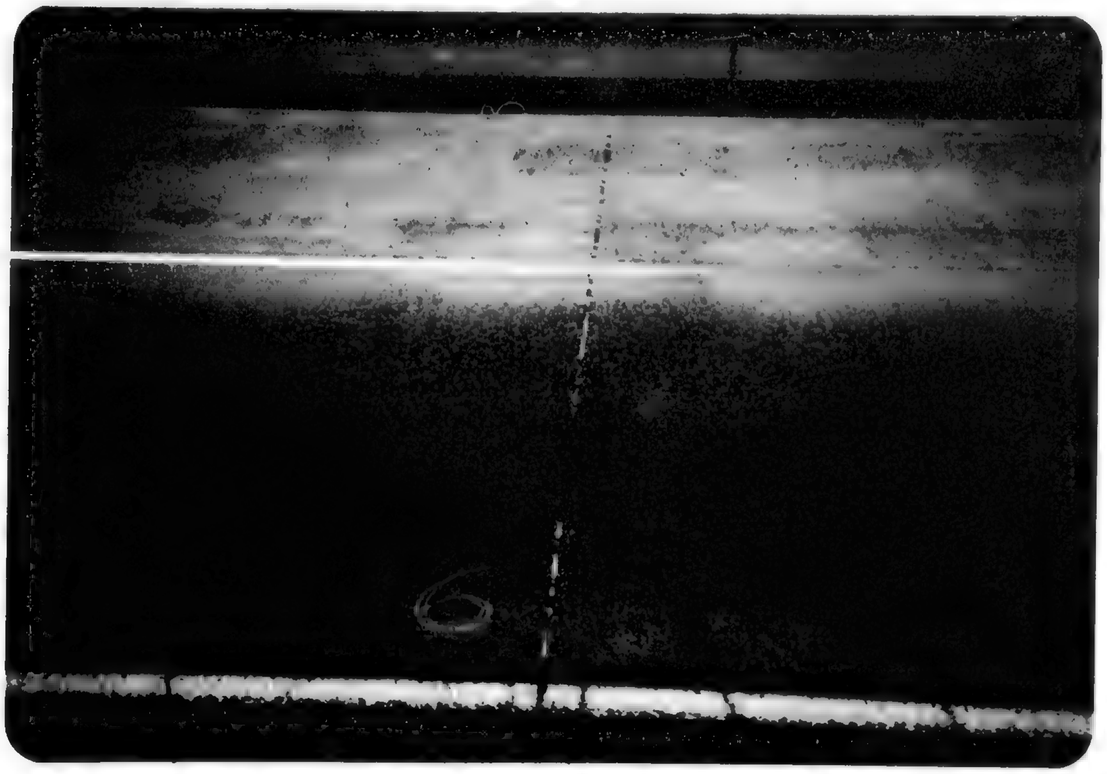


Spalled Joint - Missing Seal

Our opinion is that relatively incompressible material, probably sanding material, enters the unsealed joint in cold weather when the panels are at maximum contraction. As the weather warms up, and the panels expand, the material in the unsealed joints sets up compressive stresses at the panel ends, causing the spalling of the P.C.C. surface. The shallow spalling depths (not down to the dowels or reinforcing steel) tends to support this conclusion. The corner cracks may or may not be full depth; we have no data on this.

There are 309 joints in each of the eastbound lanes and 305 joints in each westbound lane. Because many of the joints have damage on one side only, the rating was done on panel ends, thus there are 618 panel ends in each eastbound lane, and 610 in each westbound lane.

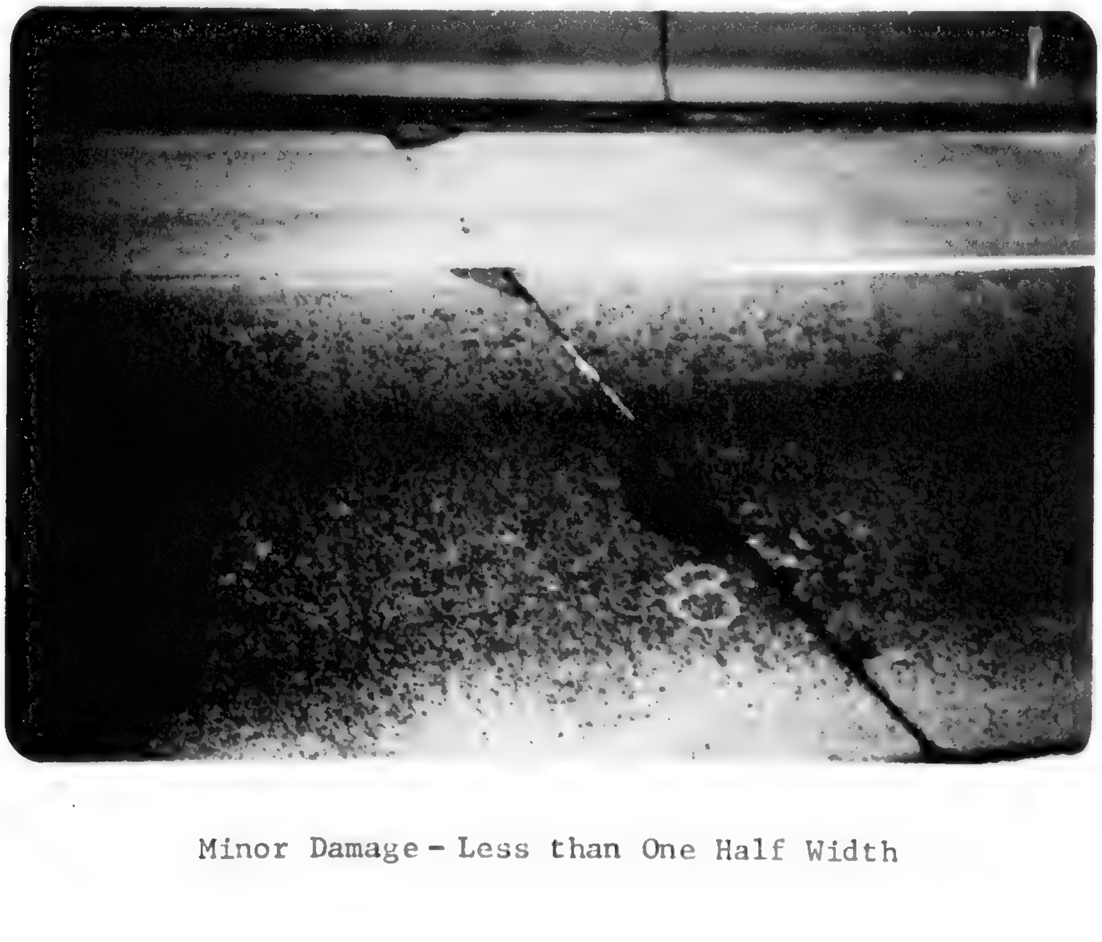
There are many joints within this section that have either no damage or extremely minor damage on either side of the joint.



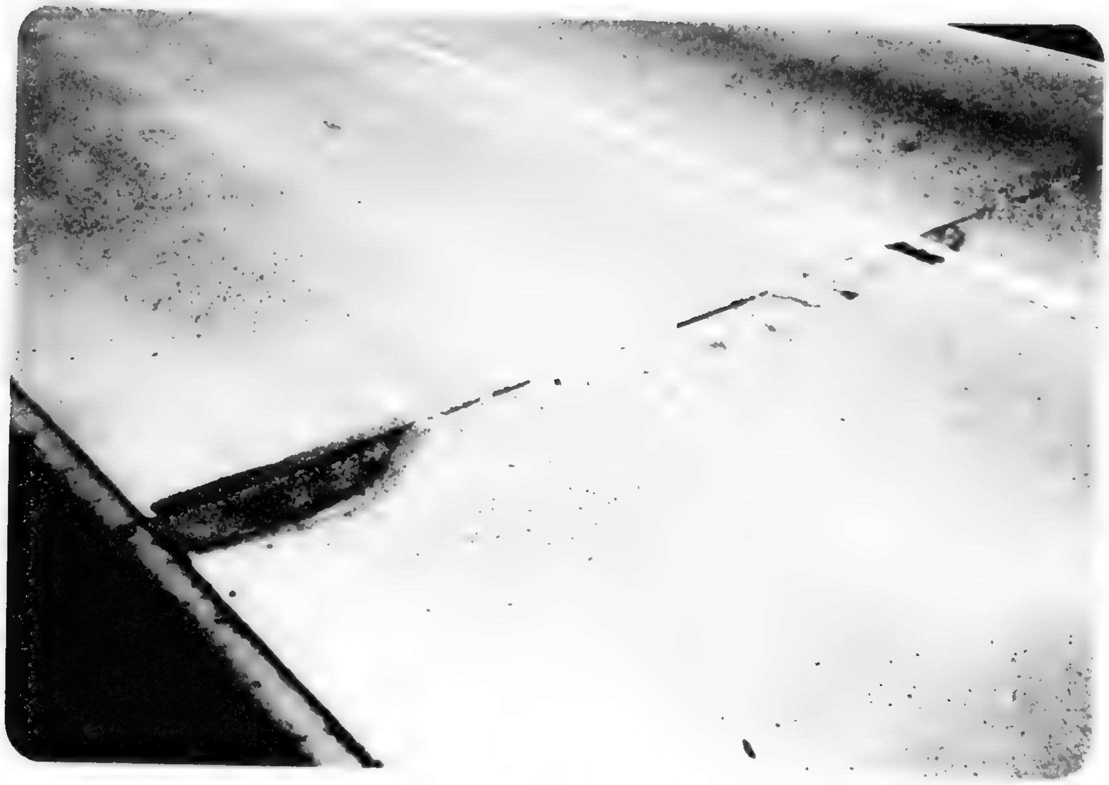
Undamaged Joint

In the eastbound lanes, about 10% of the joints fall in this category; in the westbound lanes, 21%. Of the 618 panel ends in each eastbound lane, about 20% were undamaged. About 32% of the 610 panel ends in each westbound lane were undamaged.

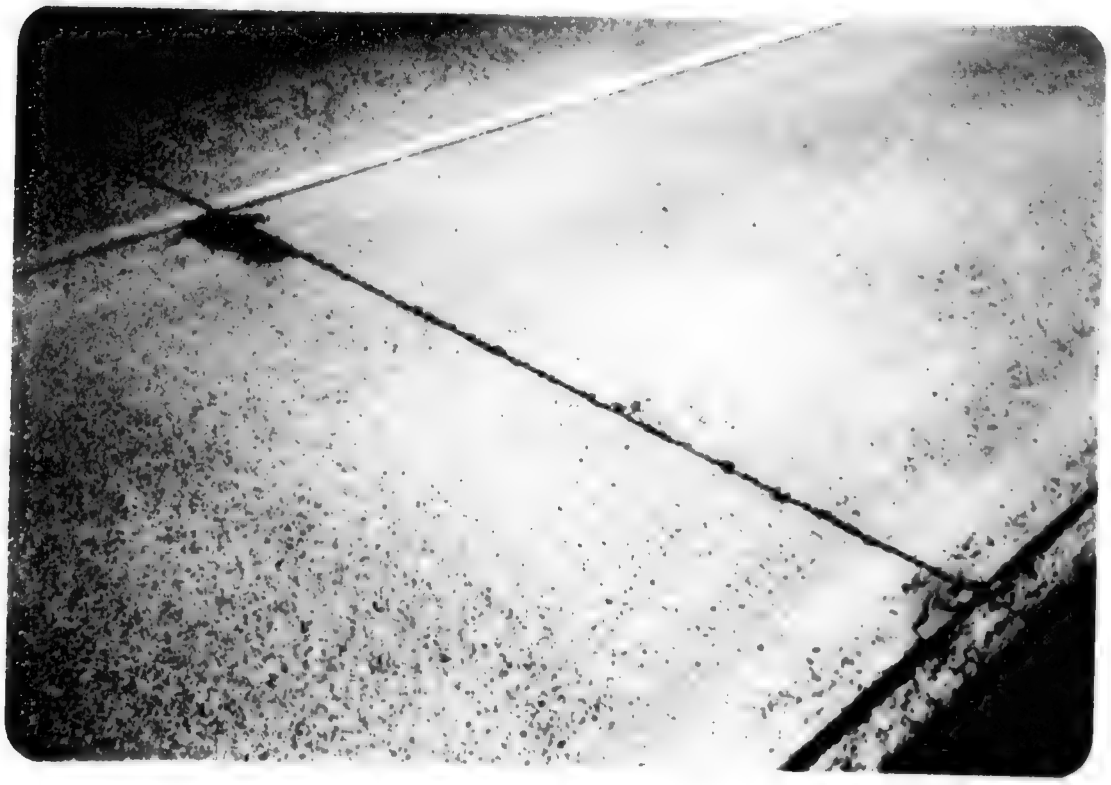
The average width of damage (distance away from the joint) is estimated from photographs to be about one foot, with a maximum of about three feet. In assessing joint damage we have included areas which have been repaired in previous maintenance operations. In our survey, the joint damage was divided into three general groups; Minor (less than half the panel width), Major (more than half the panel width), and Corner Damage only.



Minor Damage - Less than One Half Width



Major Damage - More than One Half Width



Panel End - Corner Damage Only

About 38% of the panel ends in each eastbound lane were classified as having minor damage, and about 50% of the panel ends in each westbound lane. In the eastbound outside lane 12% of the panel ends were classified as having major damage and 21% in the inside lane. Only 2% of the westbound panel ends in each lane, were classified as having major damage.

In the eastbound outside lane 29% of the panel ends have corner damage only. In the eastbound inside lane and the two westbound lanes, panel ends with corner damage only, vary from 15 to 21%. Much of this corner damage is very minor, affecting one square foot or less, and does not affect ride.

To summarize the damage, which affects ride, not all of the joints are bad. Panel ends requiring some sort of repair to provide a better ride amount to between 50 to 60% of the total.

SUGGESTED REPAIRS:

The solutions to the spalling problem fall into two categories: repair of the spalled areas; and cleaning and sealing of the joints to prevent further spalling.

We have split the repair of spalling into two categories: Minor and Major. These strategies coincide with our estimate of damage.

For the panel ends with minor damage only, we suggest removing the damaged concrete with a chipping gun, and getting down to sound clean concrete. The edges should be made as vertical as possible. Before patching, the area should be blown clean by either air or water. Choice between water and air would depend on the patching material to be used.

For panel ends with major damage, a saw cut, approximately 1½ to 2 inches deep, should be made across the entire lane. The saw cut should be made far enough from the joint so that all loose or damaged concrete is removed. Removal of the material should be done with a drum grinder, such as a narrow roto-mill. For partial depth removal of concrete, jackhammers should not be used. They will damage sound concrete beyond the depth of intended removal. As with removal of concrete from minor damaged areas, cleaning the surface prior to patching is extremely important.

From our survey, we estimate that there are 1,100 panel ends (one lane wide), needing minor repairs. The estimated area involved in concrete removal and patching is 250 square yards.

There are approximately 270 panel ends, with major damage. The estimated repairs include 3240 linear feet of sawing, and 540 square yards of concrete removal and patching.

We assume that removal and replacement will be about 2 inches deep. We also have not included panel ends with corner damage only in the above repairs. There are some panel corners that have been repaired with asphaltic concrete. These repairs should be removed and replaced with an acceptable patching material. The rational for not including the panel ends with corner damage only, in the repair strategy, is that they don't affect the ride.

To complete the repairs, all of the joints should be sealed. There are 14,750 linear feet of joints on the project. This will probably mean sawing the joints out and filling with a suitable sealer. In order to keep strain levels in potential sealers within acceptable limits, it will probably be necessary to widen the joint to about 3/4 inch.

As far as materials and methods which might be used in patching damaged pavement; and sealing the joints, there are several possibilities. One solution would be an experimental project, as suggested in the January 28, 1981 letter from FHWA Acting Division Administrator, E. J. Valach (copy attached). Both patching materials and joint sealing systems could be tested before deciding on materials and methods to be employed in the complete project. An experimental project would need to be arranged through the Research Section.

Form FHWA 121 (1/80)

rigid joints. or experimental features

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Bill has seen it.

Subject: PCC Pavement Joint Restoration and Rehabilitation

Date: January 28, 1981

From: Acting Division Administrator

Reply to Attn. of: HFO-OR/520.3

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Attached is an announcement for National Experimental and Evaluation Program (NEEP) Project No. 27, Portland Cement Concrete Pavement Joint Restoration and Rehabilitation. We believe that a project to repair the spalled joints on I-84 at The Dalles would be an excellent candidate for this NEEP project.

The joints on this section appear to be spalling due to the intrusion of incompressible material into the joints. Since faulting does not appear to be a problem, patching the spalled areas and installing an improved joint sealant should return the section to its original condition.

Your Division recently completed a contract with FHWA's Implementation Division to evaluate pavement patching materials. In the final report prepared by Messrs. Quinn and Beecroft two PCC patching materials were identified which provide good workability and very good durability. These were DuPont's Crylcon and Adhesives Engineering's Concresive 2010-2020.

The Implementation Division also has a polymer concrete patching material which is very similar to the proprietary products mentioned above. They would be willing to provide the polymer materials for approximately eight cu. yds. of concrete, along with someone to provide technical advice on its placement. You would need to supply the aggregate, equipment and labor to place it. The principle advantage of the Implementation Division material over the proprietary material is that it is somewhat less expensive.

The Dalles project would be an excellent opportunity to evaluate these materials on a larger scale. While the cost of these patching materials is quite high, they should be very competitive when balanced against the cost of an overlay, thick enough to prevent reflective cracks and the related expense to adjust the guardrail and median barrier.

Please advise if you are interested in undertaking this experimental project. Mr. Pillsbury is available to provide any necessary assistance in initiating this timely experimental and evaluation program.

Original Signed By
E. J. VALACH
Program Development
Engineer

E. J. Valach

Attachment

cc: w/attach
✓OSHD (G Beecroft, Rsrch)
OSHD (J H Versteeg, Eng)
OSHD (F E Terpin, Loc)

NOTED
GORDON W. BEECROFT

RECEIVED
JAN 29 1981
RESEARCH SECTION

Form FHWA 121 (1/80)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Washington, D.C. 20590

UNITED STATES GOVERNMENT

memorandum

Subject: National Experimental and Evaluation Program Project No. 27 - Portland Cement Concrete Pavement (PCCP) Joint Restoration and Rehabilitation

Date: DEC 2 4 1980

From: Director, Office of Highway Operations

Reply to Attn. of: HHO-31

To: Regional Federal Highway Administrators Regions 1-10 and Regional Engineer, Region 15

As a result of considerable recent interest on the part of some States in the performance of concrete joints we are initiating National Experimental and Evaluation Program (NEEP) Project No. 27, on Portland Cement Concrete Pavement (PCCP) Joint Restoration and Rehabilitation. The objective of this project will be to obtain experience with a variety of joint rehabilitation techniques to restore load transfer between slabs, prevent the intrusion of material and water into and through the joint, reduce resultant cracking, and restore the existing PCCP to high service condition without use of an overlay.

To better explain the NEEP project for joint restoration we are attaching a prospectus and work plan. The prospectus includes a number of joint restoration techniques that have been proposed through previous research but never utilized to any degree in construction. The work plan details procedures that should be followed in project development.

The major source of problems with concrete pavements is the premature failure of the joints. Loss of support in this area, even to a minor degree, will destroy the rideability of the pavement. This office is firmly convinced there is a need to improve joint performance through new or untested techniques with the intent to extend pavement life. From the interest being shown by a number of States, we believe they share this conviction.

We, therefore, request your active support in the development of NEEP projects for concrete joint restoration by making this material available to the States and encouraging participation. We would appreciate being advised of the degree of interest, positive or negative, and the potential for participation for each of the States in your region. Mr. Robert Gausman, of the Experimental Construction and Applications Branch (HHO-31), will be project coordinator for this NEEP. He is available to discuss it with interested persons at FTS 426-0355.

for Sanford P. LaHue

Attachments

PROSPECTUS

NATIONAL EXPERIMENTAL AND EVALUATION PROGRAM

PCC Pavement Joint Restoration & Rehabilitation

INTRODUCTION

The vast network of highways in the United States represents an investment of extraordinary proportions. The yearly maintenance of these highways alone represents $70 million in costs to the average State or better than $3.5 billion investment annually, nationwide.[1] In addition, local government agencies are spending $5 billion for maintenance of highways (1977) within their jurisdiction.[2] About 24 percent of the maintenance expenditures are for the roadway surface alone.[3]

Overlaying deteriorated pavements represents one form of maintenance or rehabilitation expenditure. In view of the fact that overlays are not correcting some of the underlying deficiencies and the increasing cost of asphalt is making overlays less attractive as a solution to many pavement problems, greater emphasis is needed to restoration and rehabilitation techniques for existing pavements. For concrete pavements, joints, and the transfer of loads from one slab to the next has provided a major maintenance headache. If failing joints can be economically and acceptably restored, overlays can be delayed or made more effective, thus allowing the maintenance dollar to go farther.

As part of a larger study for FHWA on Techniques For Rehabilitation Pavements Without Overlays,[4] the Texas Transportation Institute studied "Potential Joint Treatment Techniques" through a systems decision analysis computer program. The conclusion to this study recommended that all of the techniques considered should be investigated further since none had actually been tried.[5] In a followup study for FHWA, Delon Hampton and Associates is further evaluating design techniques and construction procedures for 12 techniques of pavement restoration, most of which have direct application to joints.

PROPOSAL

Experience is needed on an experimental basis with the techniques of joint restoration. Some of the techniques include, but are not necessarily limited to the following:

a. Improved joint sealants;
b. horizontally bored sleeper slabs;
c. improved load transfer devices;
d. precast joint assemblies;
e. undersealing by pressure injection;
f. placement of dowels in existing joints;
g. cast-in-place reconstruction of joints;
h. placement of tied-in concrete shoulders; and
i. improved drainage.*

* *Can be considered as a separate technique or in association with another technique.*

In addition, some techniques used routinely in limited geographical areas but not accepted or generally known outside of that area may have considerable merit. Further experience with such techniques under the controlled conditions of an experimental project is considered as important as developing new techniques.

It is therefore proposed to develop a NEEP project to encourage controlled experimental restoration and rehabilitation projects by various States. Data is to be gathered to determine performance levels and lives, costs of installation and upkeep, problems associated with installations or operations, and improvements that can be made in construction procedures and materials. Data disseminated from the NEEP project will permit all States to better assess the type of pavement joint restoration that is most compatible with its particular joint problem. It will also permit the States to weigh the costs against the benefits to be derived from the various restoration techniques.

PROJECT GUIDELINES

Copies of work plans, estimates, and related correspondence concerning projects which include experimental or evaluation features related to this NEEP project are to be sent through the regional office to the Office of Highway Operations (HHO-31).

In order to properly assess the effectiveness of joint restoration techniques, overlaying of newly rehabilitated sections should be avoided during the early evaluation phase.

REPORTING

Reporting should be as required by the work plan and as required by the FHPM for the type of funds used for evaluation.

Special reports by FHWA personnel and/or interim reports by State personnel are very much encouraged to enable dissemination of up to date information on joint restoration.

High quality photos are encouraged in reports and color slide coverage is recommended.

References:

1 *Highway Statistics 1978, U.S. Dept. of Transportation, Federal Highway Administration, page 89.*
2 *Ibid., page 109 and 115*
3 *Techniques for Rehabilitating Pavements Without Overlays - A Systems Analysis, Volume 2 Appendices, page A-4, available through National Technical Information Service, Springfield, Virginia 22161.*
4 *Techniques for Rehabilitating Pavements Without Overlays - A Systems Analysis, Volume 1, page 147, available through National Technical Information Service, Springfield, Virginia 22161.*
5 *Ibid., page 161.*

WORK PLAN

FOR

PCC Pavement Joint Restoration and Rehabilitation

The purpose of this work plan is to provide guidelines to applicants for NEEP Project 27, Portland Cement Concrete Pavement (PCCP) Joint Restoration and Rehabilitation. The guidelines will allow for systematic gathering of information on design and construction practices and provide cost, performance, and longevity data on the various restoration techniques for sharing with other highway agencies.

Each project proposed shall include a detailed work plan that will consist of a completed preliminary investigation, proposed design details, and construction procedures. It will provide for a followup performance evaluation and reporting period. The Office of Highway Operations (HHO-31) will be responsible for dissemination of reports and coordination of the work to limit duplication. The detailed work plan shall consider each of the following:

1. PRELIMINARY INVESTIGATION

    a. Typical section of existing pavement, joint details, other pertinent pavement details.

    b. Pavement condition survey (see FHWA Highway Pavement Distress Identification Manual, March 1979, for stress identification), mapping included where possible. The survey should include pavement roughness and deflection measurements.

    c. Base, subbase, subgrade condition - evidence of excessive moisture, settlement, migration of fines, degradation.

    d. Traffic history including design volume, AADT by year or annual volumes, truck volumes, and design and actual equivalent axle loads to date.

    e. General assessment of major causes of specific joint failures.

2. DESIGN DETAILS

    a. Projected traffic volumes, including equivalent axle loads.

    b. Design details of joint restoration, subgrade rehabilitation, drainage modifications.

3. CONSTRUCTION PROCEDURES

    a. Elimination of excess moisture from subgrade, base.

b. Reestablishment of uniform subgrade support.

c. Resealing or repair of joints (control of surface water).

d. Joint restoration procedure.

e. Traffic handling during restoration procedure.

f. Cost of rehabilitating subgrade and base material, including removal of excess moisture; cost of installation of joint restoration techniques.

g. Length of time required to install various joint techniques and length of time installation required lane closure.

h. Problems, advantages, and disadvantages of restoration techniques.

4. PERFORMANCE EVALUATION

a. Early assessment of construction procedure, effectiveness of the joint restoration techniques and statements of cost and time required by the techniques.

b. Periodic checks for reduction in performance levels of the joints and potential failures; changes in traffic volumes and characteristics.

c. Results of any further joint maintenance (type, effort, and cost).

d. Post construction pavement roughness and deflection measurements.

5. REPORTING

a. A post-construction report covering all elements of the work plan and reiterated in 4(a) above, should be prepared within 90 days after completion of construction.

b. Performance evaluations should be conducted and reported on a periodic basis, at least annually.

c. The restored joints, in order to determine effectiveness of the repair techniques, should be subjected to an evaluation period of no less than 5 years. Because of the longer term evaluation, an HPR study should be considered for the evaluation.

6. LIMITATION

The following caution is set forth for project selection. Limited or routine joint repair of concrete pavements is considered to be maintenance and thus not eligible for Federal-aid construction funding per paragraph 4d of FHWA Notice N 5040.19, dated June 28, 1976. The type of project envisioned by this NEEP would include projects with substantial failures involving general project-wide design, material, or construction deficiencies leading to failures.

STATE OF OREGON

INTEROFFICE MEMO

RES

TO: Robert C. Pool
Region Construction Engineer

DATE: March 19, 1981

Gordon Beecroft

FROM: Gordon Beecroft
Research Engineer

SUBJECT: Joint Filler UPRR O'xing (The Dalles)-
15 Mile Creek Columbia River Highway

Your proposed method of repairing spalled joints in the mesh-dowel reinforced concrete pavement at The Dalles sounds very good. This section of pavement apparently has much more joint spalling than pavements built to the same design on several sections of I-5. As you indicated, the cause is apparently from incompressible materials getting into the joint during cold weather resulting in high stresses at the joint faces during warm weather. I suspect that the difference in performance is because you have greater temperature contrasts and the need to do more sanding during cold weather than on the I-5 sections.

I have reviewed literature I could find on joint repair and joint sealants and will try to summarize some of it. Since the 61.5 panel length is long in comparison to most pavement designs, the thermal movement at the joints would be relatively large. If one assumes the joint is closed when the temperature is 80 F and assumes a low temperature of 0 F, the joint opening would be about 0.24 inches. This is based on an assumed coefficient of thermal expansion of 4×10^{-6}. As you know, the actual thermal expansion of concrete is more likely to be 6×10^{-6} but the effective value is reduced because of the friction between the pavement and the base, so the joint is not as active as it would be if it were entirely free to open and close. I found indications that some of the hot-poured sealants have strain limits of about 20 percent and preformed neoprene seals have strain limits of 30 percent. This would require a joint width of 1.2 inches for the hot-poured material and 0.8 inches for the preformed seal. It appears to me the joints will have to be sawed out at least 3/4 inch and perhaps more, depending on what sealant is used.

I do not yet have information on the Dow-Corning silicone rubber sealant, but both Ed Lokken of PCA in Illinois and Hugh Tyner of Georgia DOT reported favorably on the material. They are both supposed to send me some information. Georgia uses the silicone as their standard joint sealant now. Tyner said they had the silicone rubber or the preformed neoprene seal as options, but the contractors always selected the silicone material. He said although the material is expensive (about \$26 per gallon), it is used with a width twice as great as its depth, so much less material is needed than with most sealants that use a width to depth ratio of 1:1 or even 1:2. Joint costs in Georgia are about \$1.25 per lineal foot, but most of that cost is in sawing and labor independent of the sealant used. In Georgia, they use an Edyfoam rod to form the joint depth and act as a bond breaker at the bottom of the sealant reservoir. Another paper referred to a "foam rubber tape" for this purpose. Several papers commented on the need to provide a bond breaker at the bottom of the sealant reservoir. Tyner said good clean faces were necessary for a silicone to adhere. They saw the joints, flush them thoroughly with high pressure water, and then blow them dry with compressed air prior to sealing. Georgia expects 15 to 20 years service from their new joint seals; entirely different from their former practice of resealing every two or three years with hot asphalt. Mr. Tyner suggested we contact Dow-Corning representatives Jerry Klosowski at (517) 496-4244 or Mike Kasperski at (517) 496-5349 in Midland, Michigan. He said these men have had a lot of experience with the material and are very helpful in advising the state or the contractor in the use of the material.

In attempting to estimate an appropriate temperature range to calculate the joint opening, we found The Dalles reported a low temperature of +6 F in 1978, 0 F in 1979, and 3 F in 1980. High temperatures on the same days were 18 and 19 F. I assume the pavement might cool to about midway between the low and the high for the day. However, colder temperatures might occasionally occur, so a value of 0 to 5 F would probably be about right. As I see it, the high temperature to be considered would be the value at the time the sealer hardened for poured seals and the value when the joint was entirely closed for preformed seals. I can't see that the highest pavement temperature of 100 F to 120 F would really be a factor. At these temperatures, much of the expansion would be accepted as compressive strain in the concrete. Joint opening of 0.2 to 0.25 inch seems likely to me. With this much movement, the silicon rubber or preformed neoprene seals would probably provide the best likelihood of long term service. The preformed seals are usually pressed about 1/8 inch below the pavement surface which, for the joint widths we have, is likely to cause tire noise according to Lokken of PCA. However, the neoprene seals have performed well.

I have enclosed copies of two papers from Highway Research Record No. 535. The one, "Concrete Pavement Jointing and Sealing Methods" compares the use of two mixes of rubberized asphalt, urethane, polysulfide, and preformed neoprene. Of these, the preformed neoprene was rated the best and polysulfide next best with only a slight edge over the urethane. These materials all performed better than the rubber-asphalt mixtures. The other paper discusses a joint seal study in Utah. I have also enclosed a copy of FHWA Technical Advisory T-5140.18 dated December 15, 1980 entitled "Rigid Pavement Joints" which I found quite informative. Other references, most of which you probably have, are:

NCHRP Synthesis No. 19, "Design, Construction, and Maintenance of PCC Pavement Joints, 1973.

NCHRP Synthesis No. 56, "Joint-Related Distress in PCC Pavement--Cause, Prevention and Rehabilitation", 1979.

Report No. FHWA-TS-80-215, Optimizing Maintenance Activities "Repair of Concrete Pavement Joints", February 1980.

NCHRP Research Results Digest No. 123, "Evaluation of Preformed Elastomeric Pavement Joint Sealing Systems", November 1980.

Transportation Research Record 752, "Sealing Joints and Cracks, Thin Resurfacing, and Locating Voids Under Concrete Slabs", 1980.

NCHRP Synthesis No. 25, "Reconditioning High-Volume Freeways in Urban Areas", 1974.

When we receive the material from PCA and Georgia, it will be forwarded to you.

In connection with your plan to patch pavement with epoxy or concrete, a rich, low water-cement ratio concrete would probably be the most cost effective if you can provide curing time. You might consider a super plasticizer to keep the water content low and still get decent workability. If the repairs are only partial depth, a 1/2 inch maximum aggregate size would probably be desirable. If you get into the expensive quick-setting materials like epoxy, you should consider a proprietary polymer concrete. Essentially the same material is licensed under at least three different trade names: DuPont's Crylcon, Adhesive Engineering's Concresive 2010-2020, and Transpo Material's Silikal. This material is easy to work with, is very strong, can tolerate traffic within about two hours, bonds well if the concrete is dry but it does require that the concrete be dry. The cost is similar to epoxy concrete, about $1,700 or $1,800 per cubic yard. If quantities are large, this is an outrageous cost, but for small quantities where most of the cost is in preparation, its use may be feasible.

Bill Quinn suggested it might be worthwhile to have a maintenance crew repair a few joints to see how far they need to be typically cut back and to what depth. Also, you might want to try placing a few silicone rubber joint seals to observe them a month or two before the contract gets underway. With a poured joint, it seems the joint could be filled flush and eliminate the tire noise that is likely to exist if the sealer is indented an eighth of an inch or so below the surface.

If we can be of further help, please call.

GB:pf
Attachment
cc: J. H. Versteeg (w/partial attachment)
J. T. Scofield (w/partial attachment)

9627

1-80

N

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97701

TO: Gordon Beecroft
Research Engineer

DATE: February 26, 1981

FROM: Robert C. Pool
Region Construction Engineer

SUBJECT: Joint Filler
UPRR O'Xing (The Dalles)-Fifteenmile Cr.
Columbia River Highway

We currently have a project on the schedule for a joint repair contract on the PCC Section of I-84 at The Dalles. This is a 3.8 mile section which was constructed in 1967 and has sawed joints at 61.5 feet intervals.

Most of the joints have spalled areas that give a rough ride. The slabs have little if any deflection. The spalls generally are about two inches deep and appear to have been caused by uncompressable materials building up in the joint and preventing expansion.

We plan to saw around the spalls, chip out the area, and patch with epoxy or concrete. We will then resaw all the joints and install new joint filler. What we need from you is recommendation on the best joint filler to use.

We have some information on Dow-Corning 888 Silicone Rubber Highway Joint Sealant. The peddlers say it is the ultimate solution, but I haven't been able to find anyone in the northwest that has any experience with it.

Please let us know if you come up with anything.

RCP:pw

cc: J. H. Versteeg ✓
R. Meritt

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1 Versteeg ✓
Anderson
2 Christensen
3 Olson
4 Sullivan
5 Terpin
6 Trout
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STATE OF OREGON

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INTEROFFICE MEMO

TO: J. H. Versteeg, Road Design
Frank Terpin, Location

DATE: June 16, 1980

FROM: Dale D. Allen
Region Engineer

SUBJECT: The Dalles-Fifteenmile Creek, I-84

The attached article by the Asphalt Association pretty well summarizes how I believe we should go on the job at The Dalles.

DA:mr

encl

cc: Dick Hawkins

1 Versteeg ✓
Anderson
2 Christensen
3 Olson
Sullivan
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ROAD DESIGN SECTION

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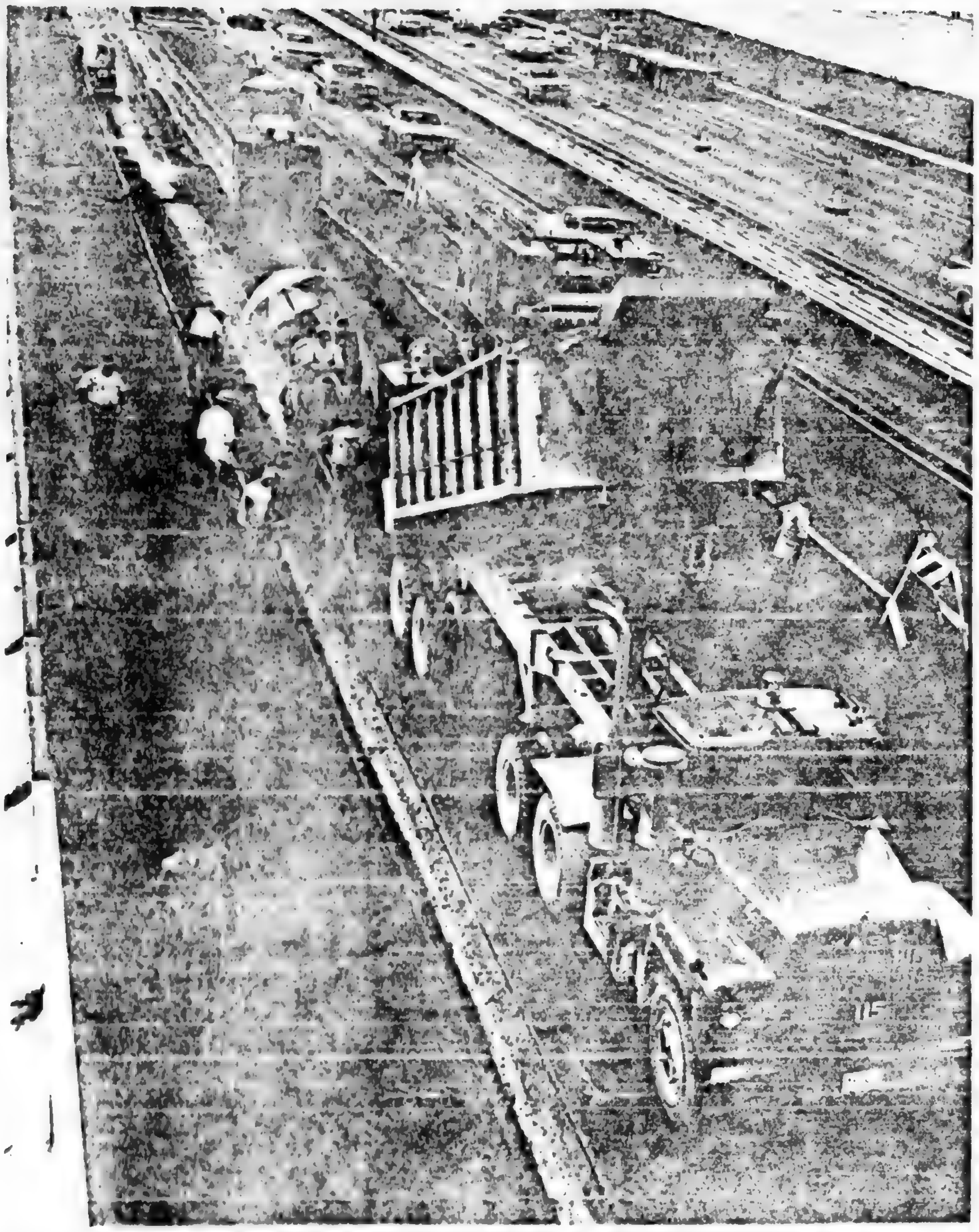

Hot-mix asphalt overlays restore a smooth ride, improve skid resistance, and add strength to a pavement.

Asphalt Overlays Over Concrete Pavements

By Charles R. Foster, Consultant
National Asphalt Pavement Association

Asphalt overlays are highly effective in restoring ride and extending the life of concrete pavements. They have been used by all public agencies for decades.

The beneficial effects of asphalt overlays are rather staggering. In test sections conducted by the Corps of Engineers, the asphalt was equal inch-for-inch to a concrete overlay at thickness in the order of 6 to 8 inches and was equal to more than an inch of concrete for thickness in the order of 3 to 4 inches. In the AASHO Road Test, 3-inch overlays extended the life of the concrete by 60 percent.

3" AC Overlay

The effectiveness of asphalt overlays is due primarily to reduction in stress in the concrete near the joint. As a tire approaches a joint on a bare concrete pavement, stress in the slab increases, reaching a maximum just before the leading edge of the tire touches the concrete on the other side of the joint. When the slab is overlaid, stress is transferred through the

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This article is based on a paper presented by Mr. Foster at the 66th Annual Illinois Transportation and Highway Engineering Conference, University of Illinois, Feb. 26-27, 1980.

overlay to the concrete on the other side of the joint well before the leading edge of the tire reaches the joint. Peak stresses in an overlaid slab are thus much less than in the same slab without an overlay. Also, overlays reduce the temperature differential between the top and the bottom of the slab. This also reduces stresses in the concrete.

Procedures have been developed by the Corps of Engineers, Federal Aviation Administration, the American Association of State Highway and Transportation Officials, The Asphalt Institute and a few highway departments for determining the thickness of asphalt overlay needed to bring a plain concrete pavement up to a given level of strength. As far as I know no procedures have been developed to determine the thickness of overlay needed to bring a continuously reinforced concrete pavement up to a given level of strength.

Although design procedures are available, most state highway departments and other agencies overlaying roads and streets select overlay thicknes by judgment, and I suspect to some extent by available funds. This method seems to work as asphalt overlays are performing quite well. Not only do they add strength to the pavement, they provide a smooth ride and where proper attention is paid to mix design and aggregate selection they restore skid resistance, and of prime importance asphalt overlays are economical when compared to other rehabilitation procedures or to reconstruction.

Usually considerable rehabilitation is required prior to paving the first overlay over concrete. Some agencies will grout under the slab where movement is considered excessive. The Georgia DOT considers 0.0035 of an inch of movement excessive. All agencies repair badly spalled joints by cutting out the concrete on each side and replacing with new concrete or with hot-mix asphalt. Treatment of faulted joints is not uniform. Some agencies overlay directly over them but some induce cracking by cutting and/or rolling to seat the slab. Most agencies require that joints be cleaned. Some require resealing.

My Reccom

Reflection cracks over the joints in the concrete are a part of asphalt overlays over concrete.

Reflection cracks are produced in overlays primarily by the contraction of the underlying concrete which concentrates movement across the joint. Each day the underlying slab expands and contracts due to temperature changes. Asphalt has very low strength at the slow rates of loading produced by the contraction and it cannot resist this slow movement. Theoretically the reflection crack could be prevented by eliminating the bond between the concrete and the asphalt. This is very difficult to accomplish.

Agree

Reflection cracks are normally not a serious problem except in the northern states where some raveling and hulling out of the mix occurs at the joints. They do permit water to enter and infiltrate into the base or subbase.

Several methods have been tried to prevent reflection cracks occurring and to prevent infiltration of water. Methods that have been tried are:

a. Wire mesh.
b. Breaking the bond near the joint with a thin layer of fine aggregate.
c. Breaking the bond with thick layers of untreated aggregate base or with a thick open-graded asphalt base.
d. Breaking the bond with slurry seal incorporating ground rubber, called a stress-relieving layer.
e. Placing fiber or rubbery membranes over the joints.
f. Cracking the slab down to small pieces.

To date the only proven way to prevent reflection cracks is to break the slab down to pieces small enough so that the strain produced by contraction is so small the asphalt overlay can withstand it. The maximum slab dimension that could be tolerated has not been determined but in my opinion it would be about 2 feet. Modification of pile drivers to break concrete for removal has resulted in an economical way to crack concrete prior to overlaying.

Agree

Incorporating wire mesh in the asphalt generally retarded the development of reflection cracks but in some cases the wire mesh induced additional cracks. In my opinion wire mesh was not cost effective.

Breaking the bond with a thin layer of fine aggregate retarded reflection cracks in some cases but not in others. Breaking the bond with thick layers of untreated base or asphalt treated base can cause more problems than the reflection crack. The deflection pattern produced by a load moving over the joint in the underlying concrete is quite sharp. As the load approaches the joint, the pavement on the near side moves downward much more than the pavement on the far side. As the load passes over the joint, the pavement passed over returns quickly to its normal position and the other side moves downward very rapidly. It takes a very high-quality base course material to withstand this sharp deflection pattern without degrading.

Either an untreated base, or a lean hot-mix, placed over the impervious concrete will get loaded with water since downward drainage is blocked. The water-loaded layer will have very low strength. In a lean asphalt treated base the pressure produced by the trucks will cause the water to swish back and forth, stripping the asphalt off the aggregate and floating it to the surface where it will appear as globs.

I have looked at many overlays constructed in this manner and in practically all cases the cracks have reflected through by the first or at

Hot-mix asphalt overlays are highly effective in restoring ride and extending the life of concrete pavements.

least the second year. With untreated base, serious settlement has occurred at the joints. With lean asphalt bases, asphalt bleeding through was noted in many instances.

One type of asphalt base that has retarded reflection cracks quite well is the cobblestone mix. It has been used in Tennessee and Arkansas and there is a trial section in Georgia. This base is made with 2" to 3" nominal top size aggregate practically all of which is retained on the ⅜" screen. Two layers of conventional mix are placed above this open mix. Based on information available to me, I predict it will retard reflection cracking for from 5 to 10 years. There is a tendency for grooving to occur presumably from the conventional mix being pushed into the open mix. This treatment is expensive and neither Tennessee nor Arkansas is using this type of overlay and none is planned in Georgia.

The rubberized slurry seal stress-relieving layer caused severe problems in one application. Water in the layer from the emulsion, or from precipitation, plus pressure from tire loads emulsified the asphalt in the overlying mix to the extent that traffic pushed the mix off the road before the job was finished.

The Federal Highway Administration's NEEP project "Reducing Cracking in Bituminous Overlays" did not develop a method of preventing reflection cracking. Some of the membranes tried retarded rate of development of cracks. The reports are currently being analyzed and a summary will be published.

The Georgia Dept. of Transportation tried several means of preventing reflection cracks in controlled test sections. They currently report that 12" strips of heavy rubbery membrane placed over the cracks have retarded the development and reduced the width of the crack and have remained intact preventing infiltration of water.

The Georgia tests also included side drains but these have clogged so badly they are no longer installing side drains.

My personal recommendations on overlays are as follows:

a. On roads where traffic volume is fairly low, so that the road can be made available without too much inconvenience, overlay with enough thickness to permit smoothing up the pavement paying no attention to the development of reflection cracks. Repeat the overlay as needed from the standpoint of smoothness or raveling at the reflection cracks.

b. On roads carrying high volumes of traffic, crack the slabs with pile driver hammers down to 2 feet and design the overlay to carry traffic for the anticipated design life.

9627

8

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - ODOT 378-6883
DEPT. TELEPHONE

TO: Dale Allen
Region 4 Engineer

DATE: March 24, 1980

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: The Dalles-Fifteenmile Section
Columbia River Highway
Wasco County

NOTED
E. S. HUNTER

RECEIVED TECHNICAL SERVICES
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A "joint repair" project that as yet is not approved is shown in the Six-Year Program on the above section. The project would be funded from fiscal year 1981 funds with a proposed contract date in the last quarter of 1980.

Our understanding of the problem is that at almost every transverse joint of the 3.8 miles of four-lane highway there is some spalling. The spalled areas are as much as 1 1/2 inches deep and some extend as far as 24 inches from the joint. The spalled areas are probably due to several problems. I understand that at the time the pavement was being placed the temperatures reached over the hundred mark during the day and that there were problems maintaining the slump requirements. The contractor had trouble with sawing and filling the joints which probably contributed to the problem.

Through a search of available publications and discussions with numerous persons, a proposal has been formulated for your consideration.

The first thought was for using an epoxy concrete or mortar because of its fast curing time for shorter traffic closure time. However, due to problems with bonding to the existing concrete, the problems of handling and high costs, the idea was discarded.

The proposal that appears workable is to replace the spalled areas with a high-early-strength, air-entrained concrete with a slump of 3/4 inch with a tolerance of plus or minus 1/4 inch. The preparation of the area to be repaired would require making two saw cuts clear across the travel way on either side of the spalled area. For estimating purposes we assumed a strip three feet wide at every joint. The existing concrete between these sawed lines would be scarified down a depth of two inches. More than two inches would probably be getting into the existing metal reinforcement. The material would be removed with a drum grinder or scarifier or possibly with light-weight tools such as a chipping tool with a maximum weight of 15 pounds. The final cleaning would be with a water jet to make sure all fractured and loose material is removed. After the area has been filled, a new joint would have to be sawed and filled with a latex material.

For estimating, we used a three-foot wide section at each joint by 48 feet for the four travel lanes and arrived at 5,233 square yards of surface to repair. Using a high-early-strength concrete and including scarifying and new latex joints, we received an estimate of $120 per square yard.

5,233 sq. yds. X $120 =	$ 627,960
Traffic Control	150,000
	$ 777,960
+ 20% E. & C.	155,640
TOTAL	$ 933,600

This would be $246,000 per mile.

Using a grout mix, such as "set 45," with a shorter set time, we received an estimate of $180 per square yard.

5,233 sq. yds. X $180 =	$ 941,940
Traffic Control	150,000
	$1,091,940
+ 20% E. & C.	281,360
TOTAL	$1,310,300

This would be $345,000 per mile.

For comparative purposes, the Baldock Slough-S. Baker Interchange Section of the Old Oregon Trail which is four lanes was overlayed with three inches of asphaltic concrete last year at a cost of $257,000 per mile. The section we are considering would probably require six inches of overlay to correct the problem which would double the cost to $514,000 per mile.

I am sending the National Cooperative Highway Research Program Synthesis of Highway Practice 45, 56 and 60 along with a copy of an article from Civil Engineering, April 1974, and a copy of our specification for Portland Cement Concrete Resurfacing of Bridge Decks for your information. I would like the material returned when you have finished with it. Please review the proposal and let me know if you concur in repairing the joints.

FET:DK:ge
Attachments

cc: E. S. Hunter G. Beecroft
J. H. Versteeg C. Gregg
Hawkins

1983 Crooked Creek-Flight 9628
Strip (Rome) Sec., I.O.N. Hwy. N.
of Basque. (Grading & Paving)

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 4	COUNTY Malheur	DIVISION Oregon
DATE OF REPORT 1/5/88	REPORT MADE BY T. P. Lowe, Area Engineer		PROJECT NO. FLH-F-3(23)
COMPLETION DATE (Actual) 10/4/83	ACCEPTANCE DATE BY CONRTACT AGENCY 9/10/84	TIME ELAPSED 92 %	CONTRACT TIME CDC 10/32/83

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CROOKED CREEK - FLIGHT STRIP RD. SECTION
I. O. N. HIGHWAY
Paving & Grading

This project provided for the widening and resurfacing of the above 9.8 mile section of highway.

The final cost of $1,661,995 is five percent under the authorization..

- TPL -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 8 '88
REFER TO
Fredrickson
FOR

Cy
1/11

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P Lowe		SIGNATURE John T. [illegible]	
TITLE Area Engineer	DATE 1/6/88	TITLE District Engineer	DATE 1/8/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

Ju 28

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 12-321

PROJECT REPORT NUMBER

MODIFICATION NUMBER 5

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

12-23-86

State Oregon

County Malheur

Project Number FLH-F-3(23)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 18, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,156,586	$ 2,139,569
Federal funds	1,600,000 (183) $ 490,629 (010)	1,600,000 (183) $ 475,628 (010)
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of DEC, 19 86

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon December 4, 1986

Federal-Aid Project No. FLH-F-3(23)

Crooked Creek-Flight Strip (Rome) Section
I.O.N. Highway
Malheur County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (FLH) (Sta. 2356+00 to Sta. 2117+00)
(Sta. 2064 to Sta. 1890+00)

Total the same as previous estimate of July 5, 1983		$ 1,374,121.00

Type Code I000 (Contract No. 9628)
Roadway (Primary)(Sta. 2409+00 to Sta. 2356+00)
(Sta. 2117+00 to 2064+00)

Subtotal from estimate of August 18, 1986		$ 285,764.72
	Engineering	32,879.28
	Total	$ 318,644.00

Type Code Y007 (Contract No. 9628)
Truck Weigh Station (L.N. 19.38 Mi.)

Total as on estimate of 4-24-84		$ 148,255.00

Type Code Y007 (Contract No. 9769)
Truck Weigh Station (L.N. 19.38 Mi.)

Subtotal as on estimate of 4-24-84		$ 71,394.00
	Engineering	1,276.00
	Total	$ 72,670.00

Contract No. 9628

Length of Roadway	2.008 mi.
Cost of Roadway Per Mile	$ 162,641.94

Contract No. 9769

Length of Roadway	0.0 mi.

SUMMARY OF FUNDS

Description	Group	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway	1	183	100%	$ 1,374,121	$ 1,374,121	$ ---
Roadway	2	010	88.15%	318,644	280,884	37,760
Weigh Sta. Contract #9628 (Primary Funding)		010	88.15%	148,255	130,686	17,569
Weigh Sta. Contract #9769 (Primary Funding)		010	88.15%	72,670	64,058	8,612
Subtotal				$ 1,913,690	$ 1,849,749	$ 63,941
Reserve		183	100%	225,879	225,879	---
Total				$ 2,139,569	$ 2,075,628	$ 63,941

Sub. Job 010: 0%; Sub. Job 011: 79%; Sub. Job 020: 0%; Sub. Job 021: 0%
Contract No. C09628
Prefix: C123-1485 P.E.
Prefix: C123-1086

Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. C09769
Prefix: C123-1401 P.E.
Prefix: C123-1087

RLC:bkb

9628 N

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 8-145	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Malheur
PROJECT REPORT NUMBER	8-26-86	Project Number FLH-F-3(23)
MODIFICATION NUMBER 4		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 18, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,197,386	$ 2,156,586
Federal funds	$ 1,600,000 (183) 526,594 (010)	$ 1,600,000 (183) 490,629 (010)
Other revisions		

This modification is made for the following reasons: To release federal funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26TH day of AUG, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Donald L Rout

for Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tony Bunon
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 18, 1986

Gen Files

FEDERAL AID PROJECT NO. FLH-F-3(23)

CROOKED CREEK-FLIGHT STRIP (ROME) SECTION
I.O.N. HIGHWAY
MALHEUR COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (PRIMARY) (STA. 2409+00 TO (2356+00) (STA. 2117+00 TO 2064+00)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Cement for Treated Base	$ 65.00	1,817	$118,105.00	1,189.31	$ 77,305.00
			$118,105.00		$ 77,305.00

Decrease $ 40,800.00
Subtotal of previous estimate of 4-24-84 367,385.00
Total $ 326,585.00

TYPE CODE Y007 (CONTRACT NO. 9628)
TRUCK WEIGH STATION (L.N. 19.38 MI.)

Total as on estimate of 4-24-84 $ 148,255.00

TYPE CODE Y007 (CONTRACT NO. 9769)
TRUCK WEIGH STATION (L.N. 19.38 MI.)

Total as on estimate of 4-24-84 $ 81,746.00

CONTRACT NO. 9628

Length of Roadway 2.008 mi.
Cost of Roadway Per Mile $ 162,641.94

CONTRACT NO. 9769

Length of Roadway 0.0 mi.

SUMMARY OF FUNDS

Description	Group	Appn Code	Pro-Rata	Total Cost	Federal Funds	State Funds
Roadway (FLH)	1	183	100%	$ 1,374,121	$ 1,374,121	$ -----
Roadway (F)	2	010	88.15%	326,585	287,884	38,701
Weigh Sta. Contr. #9628 (Primary Funding)		010	88.15%	148,255	130,686	17,569
Weigh Sta. Contr. #9769 (Primary Funding)		010	88.15%	81,746	72,059	9,687
Subtotal				$ 1,930,707	$ 1,864,750	$ 65,957
Reserve		183	100%	225,879	225,879	-----
Total				$ 2,156,586	$ 2,090,629	$ 65,957

Sub. Job 010: 0%; Sub. Job 011: 79%; Sub. Job 020: 0%; Sub. Job 021: 0%
Contract No. C09628
Prefix: C123-1485 P.E.
Prefix: C123-1086

Sub. Job 010: 0%; Sub. Job 011: 100%
Contract No. C09769
Prefix No. C123-1401 P.E.
Prefix No. C123-1087
DDB:bkb

9628

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-63	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Malheur
MODIFICATION NUMBER 3	5-7-84	Project Number FLH-F-3(23)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 18, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$2,049,131	$ 2,197,386
Federal funds	1,600,000 (183) $ 395,908 (010)	1,600,000 (183) $ 526,594 (010)
Other revisions		

This modification is made for the following reasons: to include construction costs of contract No. 9769.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of May, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

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Oregon State Highway Division
Salem, Oregon April 24, 1984

Federal-Aid Project No. FLH-F-3(23)

Crooked Creek-Flight Strip (Rome)
I.O.N. Highway
Malheur County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (FLH)(Sta. 2356+00 to Sta. 2117+00)(Sta. 2064+00 to Sta. 1890+00)

Total the same as previous estimate of July 5, 1983	$ 1,374,121.00

Type Code I000
Roadway (Primary)(Sta. 2409+00 to Sta. 2356+00)(Sta. 2117+00 to Sta. 2064+00)

Total the same as previous estimate of July 5, 1983	$ 367,385.00

Type Code Y007 (Contract No. 9628)
Truck Weigh Station (L, N. 19.38 mi.)

Total the same as previous estimate of November 2, 1983	$ 148,255.00

Type Code Y007 (Contract No. 9769)
Truck Weigh Station (L, N. 19.38 mi.)

Mobilization	All Required	$ 3,680.00
Protective Concrete Barrier	All Required	2,875.00
Scale Site Lighting, Complete	All Required	5,628.00
Traffic Control Signal, Complete	All Required	2,355.00
Truck Scale Pit and Approach Slabs	All Required	28,224.00
Truck Scale Deck and Load Cells, Complete	All Required	11,614.00
Scale House, Complete	All Required	16,518.00
		$ 70,894.00

Anticipated Items

Electrical Service Hookup	All Required	$ 500.00
	Subtotal	$ 71,394.00
	Engineering	10,352.00
	Total	$ 81,746.00

Contract No. 9628

Length of Roadway	2.008 mi.
Cost of Roadway Per Mile	$ 182,960.66

Contract No. 9769

Length of Project	0.00 mi.

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds
FLH Funding (Roadway)	1	183	$ 1,374,121.00	$ 1,374,121.00	$ ----
Primary Funding (Roadway)	2	010	367,385.00	323,849.00	43,536.00
Primary Funding (Weigh Station) Contract No. 9628	2	010	148,255.00	130,686.00	17,569.00
Primary Funding (Weigh Station) Contract No. 9769	1	010	81,746.00	72,059.00	9,687.00
SUBTOTAL			$ 1,971,507.00	$ 1,900,715.00	$70,792.00
Reserve		183	225,879.00	$ 225,879.00	----
TOTAL			$ 2,197,386.00	$ 2,126,594.00	$70,792.00

Group 1 79% Group 2 21%
Contract No. 9628
Prefix: 123-1485 P.E.
Prefix: 123-1086

Group 1 100%
Contract No. 9769
Prefix: 123-1401 P.E.
Prefix: 123-1087

RDS:bkb

=9628

State COPY

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TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 4-139
PROJECT REPORT NUMBER
MODIFICATION NUMBER 2

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

4-12-84

Form Approved; O M B No. 04-R2089
State Oregon
County Malheur
Project Number FLH-F-3(23)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on April 16, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$2,115,640.00	$2,049,131.00
Federal funds	1,600,000.00(183) $ 454,535.00(010)	1,600,000.00(183) $ 395,908.00(010)
Other revisions		

This modification is made for the following reasons: To include construction costs of contract no. 9769.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of April, 19 84.

Oregon State Highway Division
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XX For H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

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Oregon State Highway Division
Salem, OR April 2, 1984

Federal Aid Project
No. FLH-F-3(23)

Crooked Creek-Flight Strip (Rome)
I.O.N. Highway
Malheur County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (FLH)(Sta. 2356+00 to Sta. 2117+00)(Sta. 2064+00 to Sta. 1890+00)

Total the same as previous estimate of July 5, 1983	$1,374,121.00

Type Code I000
Roadway (Primary)(Sta. 2409+00 to Sta. 2356+00)(Sta. 2117+00 to Sta. 2064+00)

Total the same as previous estimate of July 5, 1983	$ 367,385.00

Type Code Y007
Truck Weigh Station (L, N. 19.38 mi.)

Mobilization	All Required	$ 3,680.00
Protective Concrete Barrier	All Required	2,875.00
Scale Site Lighting, Complete	All Required	5,628.00
Traffic Control Signal, Complete	All Required	2,355.00
Truck Scale Pit and Approach Slabs	All Required	28,224.00
Truck Scale Deck and Load Cells, Complete	All Required	11,614.00
Scale House, Complete	All Required	16,518.00
		$ 70,894.00

Anticipated Items

Electrical Service Hookup	All Required	$ 500.00
	Subtotal	$ 71,394.00
	Engineering	10,352.00
	Total	$ 81,746.00

Contrat No. 9628

Length of Roadway	2.008
Cost of Roadway Per Mile	$182,960.66

Contract No. 9769

Length of Project	0.00 mi.

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds
FLH Funding (Roadway)	1	183	$1,374,121.00	$1,374,121.00	$ -
Primary Funding (Roadway)	2	010	367,385.00	323,849.00	43,536.00
Primary Funding (Weigh Station)	1	010	81,746.00	72,059.00	9,687.00
			$1,823,252.00	$1,770,029.00	$ -
Reserve		183	225,879.00	225,879.00	-
			$2,049,131.00	$1,995,908.00	$53,223.00

Group 1 79% Group 2 21%
Contract No. 9628
Prefix: 123-1485 P.E.
Prefix: 123-1086

Group 1 100%
Contract No. 9769
Prefix: 123-1401 P.E.
Prefix: 123-1087

RDS:lks

9628

STATE COPY 5

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
MONTHLY TRANSACTION NUMBER 11-77		County Malheur
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	
MODIFICATION NUMBER 1	11-7-83	Project Number FLH-F-3(23)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 18 , 19 83 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,967,385	$ 2,115,640
Federal funds	1,600,000 (183) $ 323,849 (010)	1,600,000 (183) $ 454,535 (010)
Other revisions		

This modification is made for the following reasons: to include approved funds for constructing weigh station.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 7th day of November , 19 83 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Larry A. Potter

Manager, Program Section
(Title)

XXBy For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen File

Oregon State Highway Division
Salem, Oregon November 2, 1983

Federal-Aid Project No. FLH-F-3(23)

Crooked Creek-Flight Strip (Rome)
I.O.N. Highway
Malheur County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (FLH)(Sta. 2356+00 to Sta. 2117+00)(Sta. 2064+00 to Sta. 1890+00)

Total the same as previous estimate of July 5, 1983	$ 1,374,121.00

Type Code I000
Roadway (Primary)(Sta. 2409+00 to Sta. 2356+00)(Sta. 2117+00 to Sta. 2064+00)

Total the same as previous estimate of July 5, 1983	$ 367,385.00

Type Code Y007
Truck Weigh Station (L, N. 19.38 mi.)

Construct Weigh Station	All Required		$ 131,784.00
		Subtotal	$ 131,784.00
		Engineering	16,471.00
		Total	$ 148,255.00
Length of Roadway			2.008 mi.
Cost of Roadway Per Mile			$ 182,960.66

SUMMARY OF FUNDS

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds
FLH Funding (Roadway)	1	183	$ 1,374,121	$ 1,374,121	$ ---
Primary Funding (Roadway)	2	010	367,385	323,849	43,536
Primary Funding (Weigh Station)	2	010	148,255	130,686	17,569
			$ 1,889,761	$ 1,828,656	$ 61,105
Reserve		183	225,879	225,879	---
			$ 2,115,640	$ 2,054,535	$ 61,105

Group 1 79% Group 2 21%
Contract No. 9628
Prefix: 123-1485
Prefix: 123-1086

RHZ:bkb

STATE COPY OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-211-212	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-17-83	State Oregon County Malheur Project No. FLH-F-3(23)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Crooked Cr.-Flight Strip (Rome) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-6-83	9.830

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
367,385.00 (010) $ 1,600,000.00 (153)	323,849.00 (010) $ 1,600,000.00 (153)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: Dale E. Wilken
Date executed by Division Administrator JUL 18 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-211 - 212	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-18-83	State Oregon County Malheur Project No. FLH-F-3(23)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Crooked Cr.-Flight Strip (Rome) Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-6-83	9.830

OTHER *(Specify)*

FUNDS ~~PRO RATA 88.15%~~

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
367,385.00 (010) $ 1,600,000.00 (153)	323,849.00 (010) $ 1,600,000.00 (153)

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JUL 18 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

Oregon State Highway Division
Salem, Oregon July 5, 1983

Federal-Aid Project No. FLH-F-3(23)

Crooked Creek-Flight Strip (Rome)
I.O.N. Highway
Malheur County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (FLH)(Sta. 2356+00 to Sta. 2117+00)(Sta. 2064+00 to Sta. 1890+00)

Mobilization	79%	All Required		$ 66,780.28
Temporary Protection and Direction of Traffic	79%	All Required		7,900.00
Temporary Signs	550	Sq. Ft.	8.00	4,400.00
Temporary Barricades	2	Each	22.00	44.00
Temporary Delineators	294	Each	9.00	2,646.00
Flagmen	1,185	Hour	1.00	1,185.00
Pilot Car	395	Hour	1.00	395.00
Clearing and Grubbing	79%	All Required		15,800.00
General Excavation	20,783	Cu. Yd.	3.00	62,349.00
Finishing Roadbed and Slopes	79%	All Required		2,765.00
Watering	670	M-Gal.	10.00	6,700.00
3/4-0 Aggregate Base	26,400	Ton	4.80	126,720.00
Cement Treated Base	63,440	Sq. Yd.	1.25	79,300.00
Cement for Treated Base	1,817	Ton	65.00	118,105.00
Aggregate for Treated Base	6,715	Ton	5.00	33,575.00
Asphalt in Seal	79	Ton	180.00	14,220.00
Emulsified Asphalt Concrete Mixture	33,970	Ton	7.50	254,775.00
Emulsified Asphalt in Mixture	2,370	Ton	145.00	343,650.00
Aggregate in Sand Choke Seal	1,620	Ton	11.00	17,820.00
1/4"-#10 Aggregate in Chip Seal	1,612	Ton	12.00	19,344.00
Emulsified Asphalt in Chip Seal	158	Ton	156.00	24,648.00
Asphalt in Tack Coat	59	Ton	1.00	59.00
18-inch Culvert Pipe	38	Lin. Ft.	14.50	551.00
36-inch Culvert Pipe	14	Lin. Ft.	24.00	336.00
48-inch Culvert Pipe	38	Lin. Ft.	31.00	1,178.00
Extra for Asphalt Approaches	3	Each	263.00	789.00
Delineators, Type 2	208	Each	19.00	3,952.00
				$ 1,209,986.28

Anticipated Items

Permanent Signing	79%	All Required		$ 790.00
Permanent Pavement Striping	79%	All Required		7,584.00
Temporary Pavement Striping	79%	All Required		1,106.00
Temporary Erosion Control	79%	All Required		1,975.00
				$ 11,455.00
			Subtotal	$ 1,221,441.28
			Engineering	152,679.72
			Total	$ 1,374,121.00

Length of Roadway	7.822 mi.
Cost of Roadway Per Mile	$ 175,673.87

Type Code I000

Roadway (Primary)(Sta. 2409+00 to Sta. 2356+00)(Sta. 2117+00 to Sta. 2064+00)

Mobilization	21%	All Required		$ 17,751.72
Temporary Protection and Direction of Traffic	21%	All Required		2,100.00
Temporary Signs	150	Sq. Ft.	8.00	1,200.00
Temporary Barricades	2	Each	22.00	44.00
Temporary Delineators	78	Each	9.00	702.00
Flagmen	315	Hour	1.00	315.00
Pilot Car	105	Hour	1.00	105.00
Clearing and Grubbing	21%	All Required		4,200.00
General Excavation	5,525	Cu. Yd.	3.00	16,575.00
Finishing Roadbed and Slopes	21%	All Required		735.00
Watering	180	M-Gal.	10.00	1,800.00
3/4"-0 Aggregate Base	7,000	Ton	4.80	33,600.00
Cement Treated Base	16,860	Sq. Yd.	1.25	21,075.00
Cement for Treated Base	483	Ton	65.00	31,395.00
Aggregate for Treated Base	1,785	Ton	5.00	8,925.00
Asphalt in Seal	21	Ton	180.00	3,780.00
Emulsified Asphalt Concrete Mixture	9,030	Ton	7.50	67,725.00
Emulsified Asphalt in Mixture	630	Ton	145.00	91,350.00
Aggregate in Sand Choke Seal	430	Ton	11.00	4,730.00
1/4"-#10 Aggregate in Chip Seal	428	Ton	12.00	5,136.00
Emulsified Asphalt in Chip Seal	42	Ton	156.00	6,552.00
Asphalt in Tack Coat	16	Ton	1.00	16.00
18-inch Culvert Pipe	62	Lin. Ft.	14.50	899.00
24-inch Culvert Pipe	26	Lin. Ft.	26.00	676.00
36-inch Culvert Pipe	32	Lin. Ft.	24.00	768.00
Extra for Asphalt Approaches	1	Each	263.00	263.00
Delineators, Type 2	58	Each	19.00	1,102.00
				$ 323,519.72

Anticipated Items

Permanent Signing	21% All Required		$ 210.00
Permanent Pavement Striping	21% All Required		2,016.00
Temporary Pavement Striping	21% All Required		294.00
Temporary Erosion Control	21% All Required		525.00
			$ 3,045.00
		Subtotal	$ 326,564.72
		Engineering	40,820.28
		Total	$ 367,385.00

Length of Roadway	2.008 mi.
Cost of Roadway Per Mile	$ 182,960.66

SUMMARY OF FUNDS (88.15%)

Description	Group	Code	Total Cost	Federal Funds	State Funds
FLH Funding	1	183	$ 1,374,121.00	$ 1,374,121.00	$ ---
Primary Funding	2	010	367,385.00	323,849.00	43,536.00
			$ 1,741,506.00	$ 1,697,970.00	$ 43,536.00
Reserve		183	225,879.00	225,879.00	---
Total			$ 1,967,385.00	$ 1,923,849.00	$ 43,536.00

Group 1 79%; Group 2 21%
Contract No. 9628
Prefix: 123-1485
Prefix: 123-1086

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FLH-3(23)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Malheur
3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 30060
6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE October 25, 1985
8. FEDERAL ROUTE NUMBER Primary 47
9. STATE ROUTE NUMBER Secondary 456
10. GENERAL LOCATION: Crooked Creek - Flight Strip (Rome)
11. GENERAL DESCRIPTION OF WORK Contractor's Claim
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Fredrickson's letter of 10-17-85, State Force Order #3 is approved and authorization to proceed with the necessary work in accordance with the Federal-aid Program Manual at a TEC of $5,000; Federal Funds $4,407 to defend against contract claim by contractor. Reimbursement will be in accordance with the Federal-aid Program Manual.

The above authorization is contingent upon modification of Project Agreement if additional funds are required.

RECEIVED
STATE HWY ENGR
NOV 4 '85
REFER TO Potter
FOR
Info Invest R/D D/R Act File

Orig to 11/4

14. DATE 10/30/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

rll

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FLH-3(23)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30060

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/13/84
8. FEDERAL ROUTE NUMBER Primary 47
9. STATE ROUTE NUMBER Secondary 456

10. GENERAL LOCATION:
Crooked Creek - Flight Strip (Rome)

11. GENERAL DESCRIPTION OF WORK
Permanent pavement striping

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 8/13/84 as requested in Mr. Fredrickson's letter of 11/1/84 as being cost effective for the use of State forces to proceed with the above work. State Force Order No. 4 is approved for a TEC of $1,000 Federal Funds.

RECEIVED
STATE HWY ENGR
NOV 27 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
11/27

14. DATE 11/26/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

October 3, 1984

United Pacific Insurance Co.
PO Box 1788
Eugene, OR 97440

CON 5
#9628

Gentlemen or Ladies:

On September 18, 1984, we wrote to you concerning release of final payment on Contract No. 9628 awarded to Western Mixing Co. for work on the Crooked Creek-Flight Strip (Rome) Section of the I. O. N. Highway in Malheur County.

Final payment on this contract is $5,000.00. The total contract amount is $1,532,763.75 including $56,707.56 for work performed under force account.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
cc: Western Mixing Co.
PO Box 7335
Eugene, OR 97401

United Pacific Insurance Co.
Bond Department
33405 8th Ave. So. C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Robert D. Hector

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

F

1. FEDERAL-AID PROJECT NO. FLH-F-3(23)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30060

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

orig w/ att to
3/13

7. DATE AUTHORIZATION EFFECTIVE 2/15/84

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Secondary 456

10. GENERAL LOCATION:
Crooked Creek - Flight Strip (Rome) (Burns Junction Truck Scale)

11. GENERAL DESCRIPTION OF WORK
Truck scale installation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Mr. Potter's 2/13/84 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $85,330, Federal Funds $75,218.

A signed copy of the Title Sheet is returned herewith.

14. DATE 2/15/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Assistant State Highway Engineer
Operations Branch

DATE: February 3, 1984

SUBJECT: Crooked Cr. - Flight Strip (Rome) Section
Contract 9628
Malheur County

Enclosed is a report concerning the failed cold mix pavement on the Crooked Creek - Flight Strip Section. Much of the failure is occurring directly over the edge of the cement treated base area. (See the attached typical section). However, other areas are failing also.

I am still recommending hot mix pavements on the John Day area jobs. Cold mixes are rough and don't perform any better than anything else. Another advantage to hot mixes in remote areas is that maintenance forces can buy mix from the contractor to properly patch adjacent highways.

We will haul out the kettle to patch our new cold mix job.

R. D. Hector
Region Engineer

RDH/lm

Enc.

RECEIVED
STATE HWY ENGR
FEB 7 '84
REFER TO Versteeg
FOR
Info ✓ | Inves | R/D | D R | Sign | Act | File

Orig to
2/8

Contains
Recycled
Materials

STATE OF OREGON

INTEROFFICE MEMO

☐ RE ☐ RCE ☐ RME ☐ ROE

☐ RFA FEB 02 1984 ☐

RECEIVED
REGION 5 OFFICE

TO: R. D. Hector
Region 5 Engineer

DATE: February 2, 1984

Herb Shaw

FROM: FOR P. F. Burnett
Project Manager

SUBJECT: Crooked Cr.-Flight Strip(Rome) Sec.
Contract 9628
Malheur County

As per request, enclosed find four(4) photograph pages showing pavement surface conditions on subject project, as taken January 23, 1984. On said date, Mr. Virgil Lewis and Mr. Herb Shaw inspected and photographed the pavement conditions, and are typical of what was found.

For the most part, longitudinal cracking and raveling was predominate throughout the project at 10 feet right (east) of roadway centerline, although much was found at 10 feet left also; location of match-line between previous existing and new pavements, as per typical section. The worst such condition found is shown on photo page 1, and the least such condition is shown at bottom of photo page 2. The only areas these conditions didn't exist were in the rock cuts.

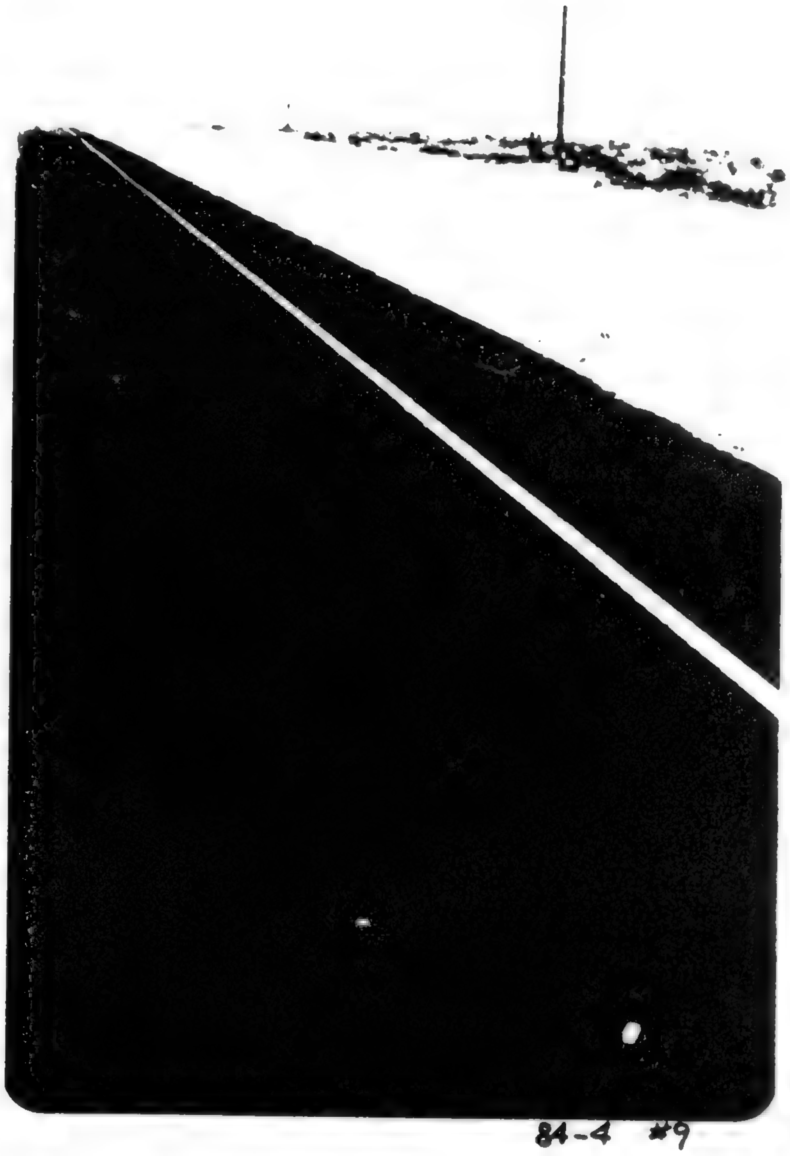
At several isolated locations throughout, the emulsified asphalt(cold mix) is raveling for no apparent reason, other than it seems to be lacking in binder and is quite porous. Examples of this are shown on pages 3 & 4 of photo pages.

As a point of interest, the conditions noted in this narrative have progressed quite rapidly in the weeks previous to the inspection, according to Mr. Lewis.

HES:hs
cc: File

CROOKED CREEK-FLIGHT STRIP (ROME) SECTION
Contract 9628 Prefix 123-1086
FAP FLH-F-3(23)
Malheur County

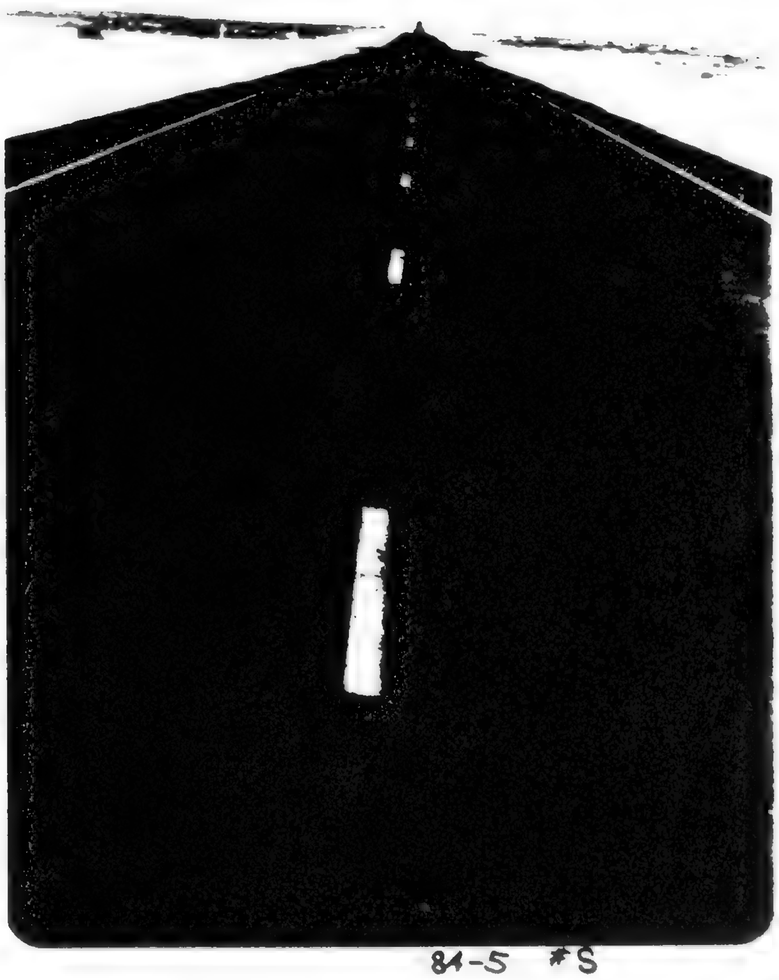
January 23, 1984



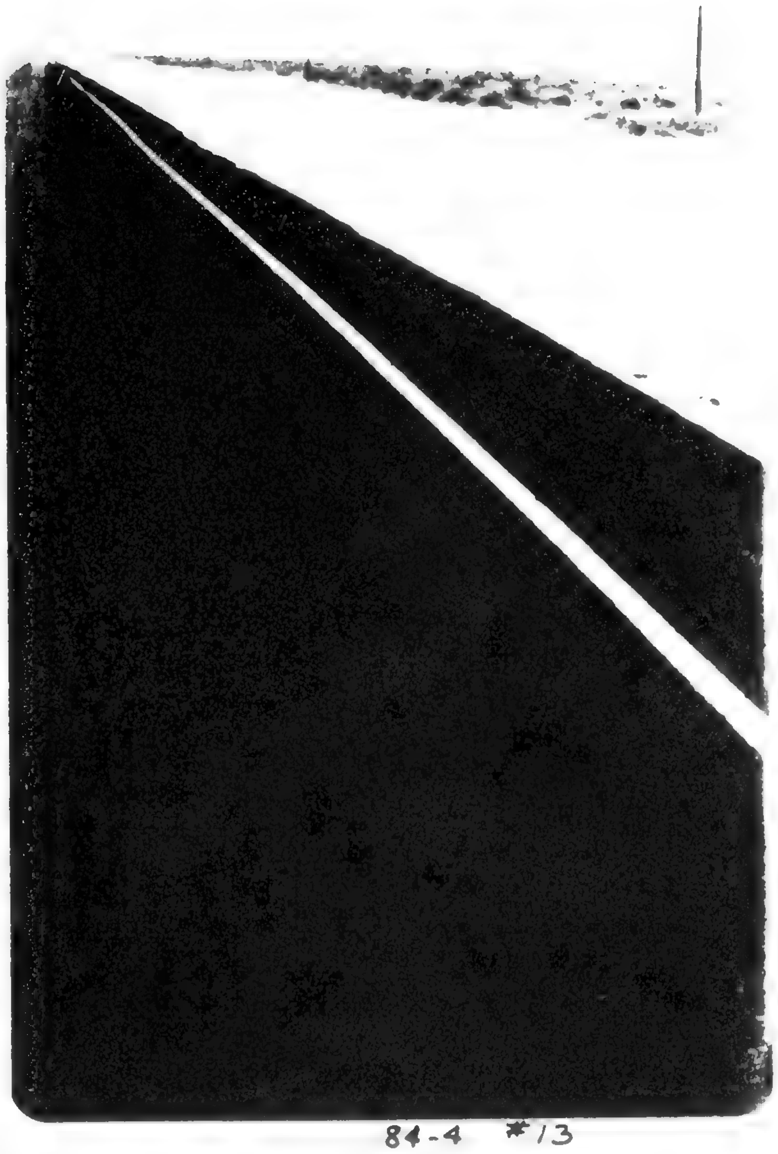
84-4 #9

84-4 #10

Typical reflective cracking @ 10' Rt. and Lt., and raveling of emulsified asphalt (cold mix) pavement. This condition is most predominate in the northbound (right) lane.



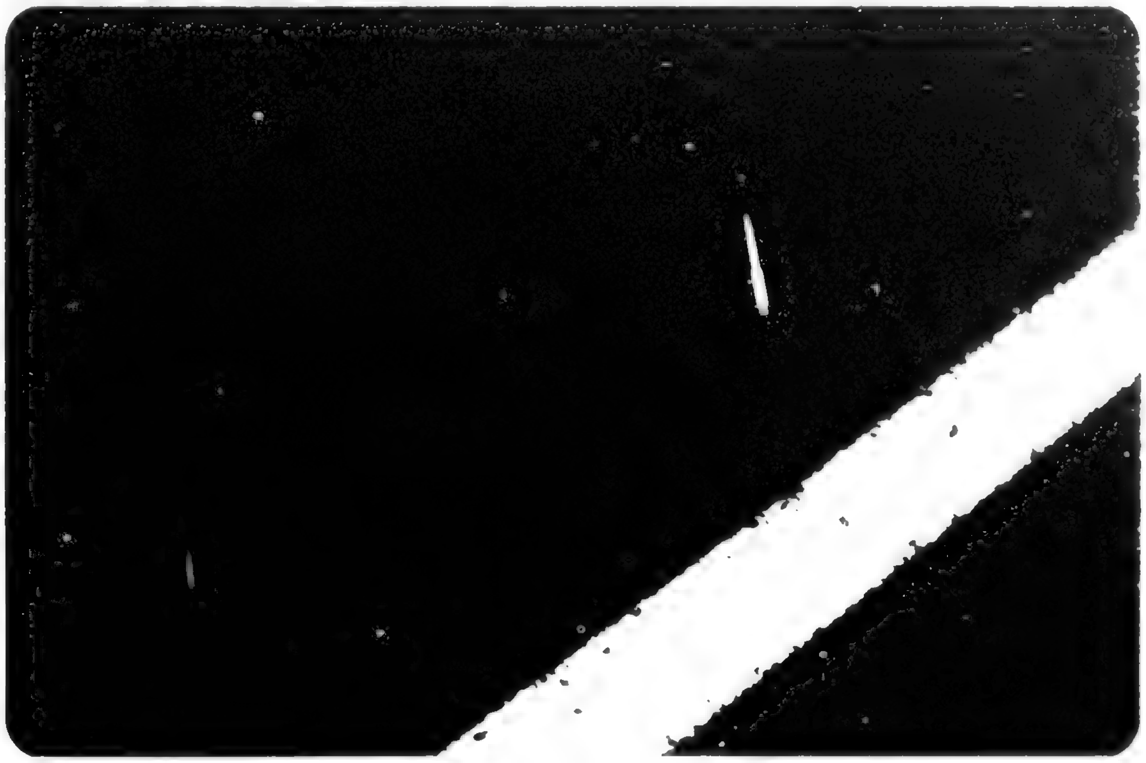
84-5 #5



84-4 #13

Reflective cracking and raveling into emulsified asphalt @ 10' Rt (upper Lt.) and @ centerline (upper Rt.); typical of areas not located in a cut.

Reflective cracks & raveling of chip seal @ 10' Lt. & Rt. (Lwr photo); typical of surface condition.



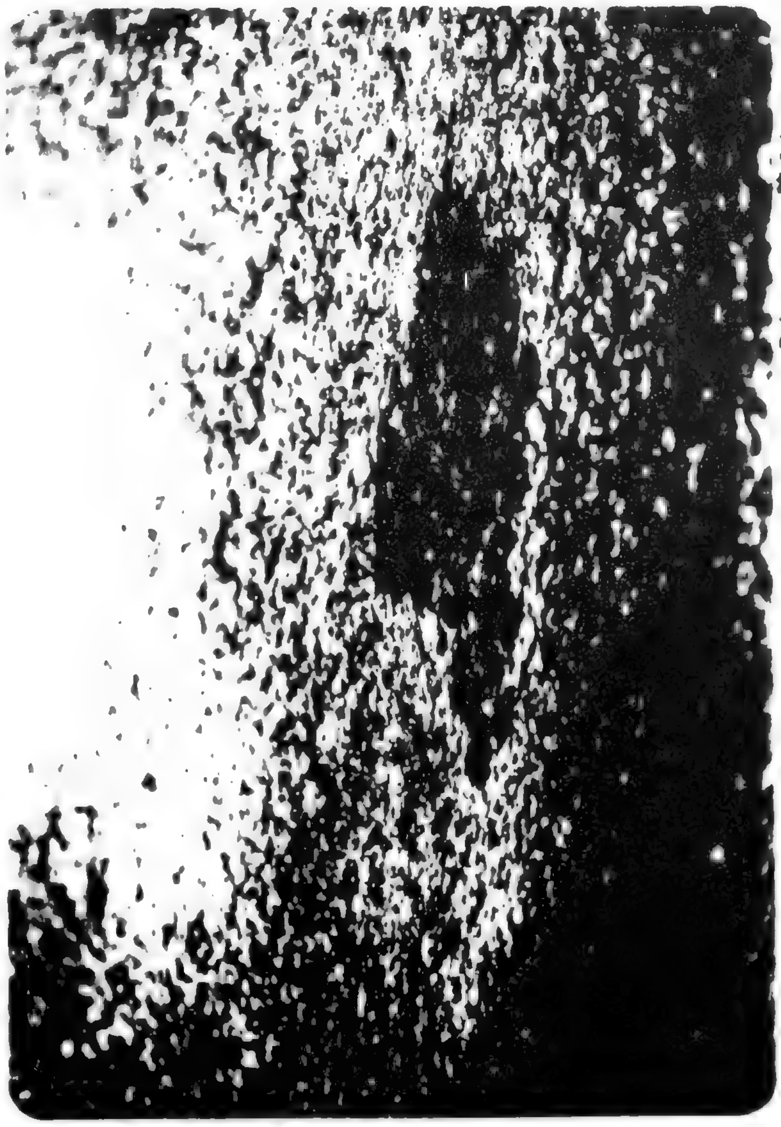
84-5 #3

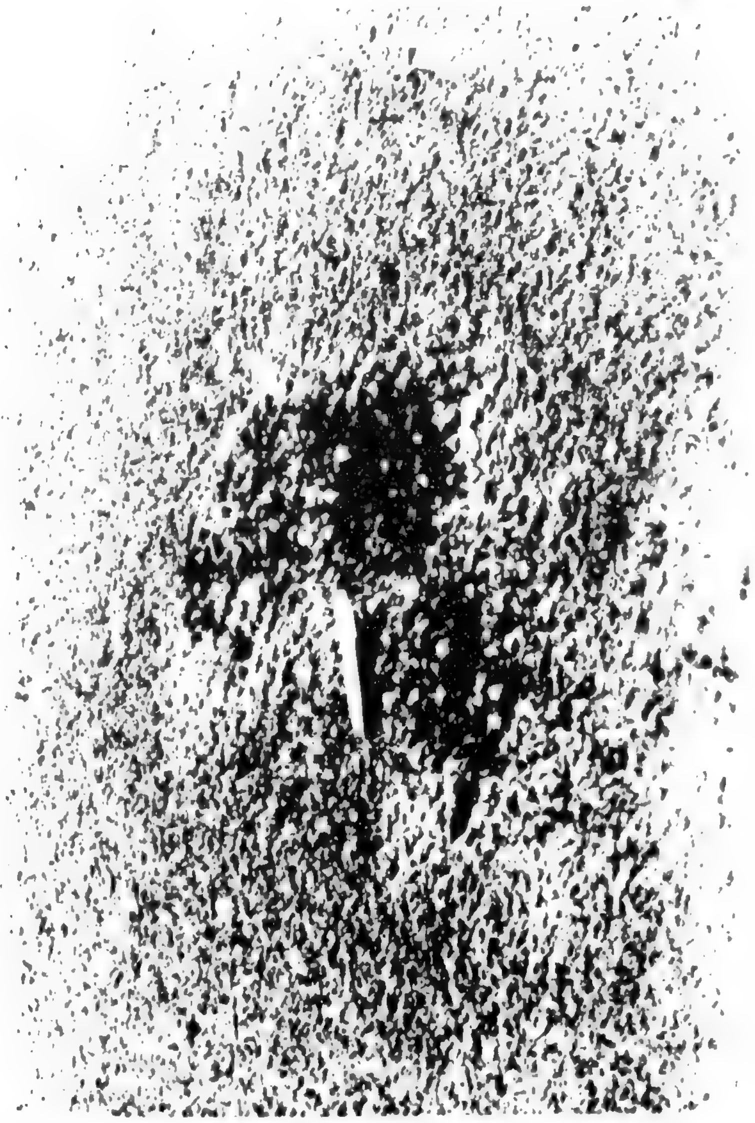
CROOKED -FLIGHT STRIP (ROME) SEC.
Malheur County Contract 9628

January 23, 1984

Raveling of emulsified asphalt (cold mix).
These can be found quite frequently.

84-4 #23


84-4 #21


84-4 #16

[illegible]

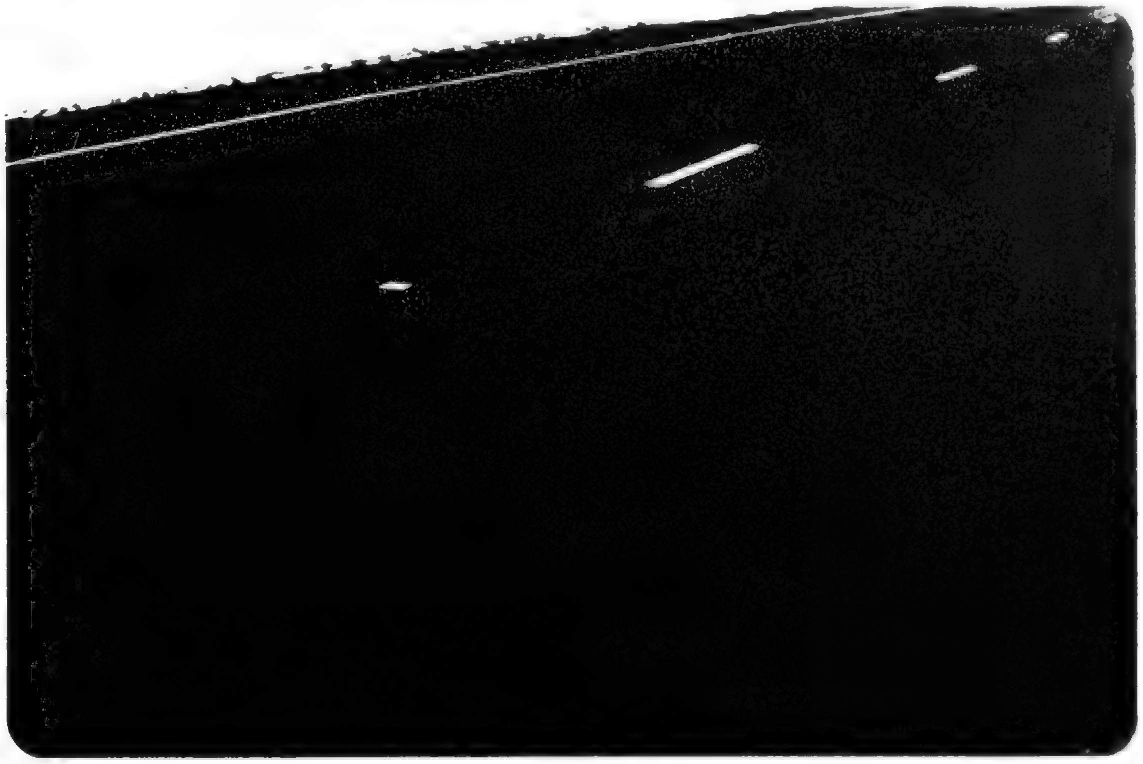
[illegible]

[illegible] Contract [illegible]

[illegible]

84-5
#10

Two views showing porosity of chip seal and raveling of emulsified asphalt.



84-5
#11

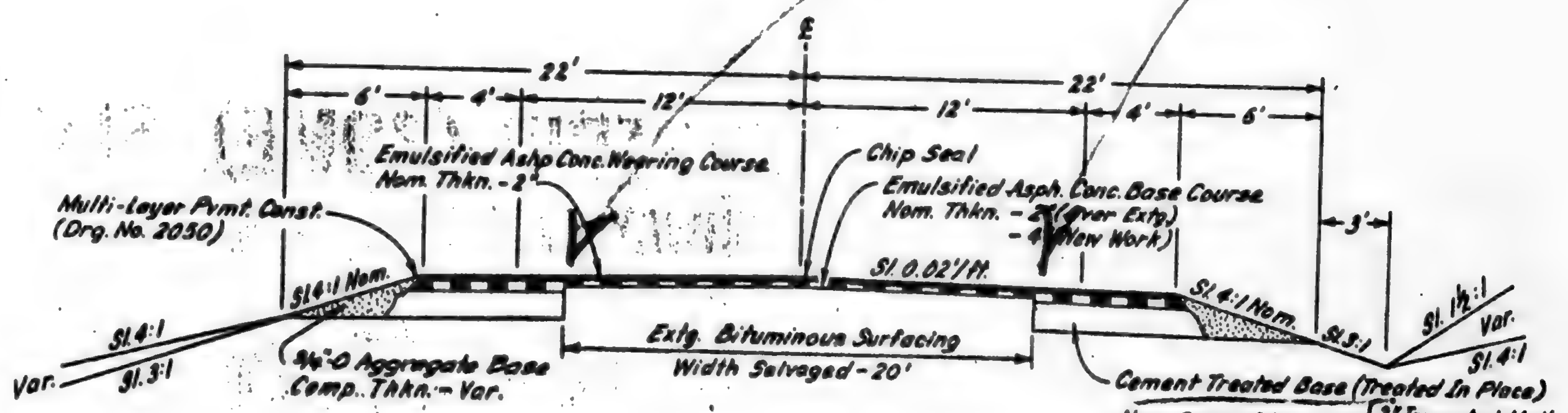
TYPICAL SECTION

Failure Zone

ATION TABLE

	LT.	RT.
	8'	20'
	10'	-
	14'	-
	16'	22'
	12'	20'
	16'	10'
	12'	14'
	22'	14'

ion - 25 C.Y. (Total)



℄
22'
22'
6'
4'
12'
12'
4'
6'
3'
Emulsified Asph. Conc. Wearing Course
Nom. Thkn. - 2"
Chip Seal
Emulsified Asph. Conc. Base Course
Nom. Thkn. - 2"(Over Extg.)
- 4"(New Work)
Multi-Layer Pvmt. Const.
(Drg. No. 2030)
Sl. 4:1 Nom.
Sl. 0.02'/ft.
Sl. 4:1 Nom.
Sl. 3:1
Sl. 1½:1
Var.
Sl. 4:1
Sl. 4:1
Var.
Sl. 3:1
¾"-0 Aggregate Base
Comp. Thkn. - Var.
Extg. Bituminous Surfacing
Width Salvaged - 20'
Cement Treated Base (Treated In Place)
Nom. Comp. Thkns - 10" {2" Imported Matl. 8" Extg. Surfacing

M.P. 75.73 ± (STA. 2409+00) To M.P. 85.5 ± (STA. 1890+00)

Top Extg Pvmt.

STATE OF OREGON INTER-OFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: January 24, 1984 DES 23
16643

FROM:
ORIGINAL SI
WALTER J. HA
Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Burns Truck Scale

The intention is to advertise the subject project on February 16, 1984 with bids received on March 8, 1984. The plans and rough draft specifications for all the contract items will be completed by February 1, 1984. The Region, on January 24, requested that the signing for the scale operation be included in the contract. The Traffic Section indicates that they will have the signing plans complete by February 1, 1984. The site development work was done by price agreement under Contract 9628, Crooked Creek/Flight Strip (Rome) Section.

WJH:jrb

cc: W. E. Schwartz
R. P. Hamilton
Wilson McBeth
Gary Potter
Steve Macnab
Region 5

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
JAN 25 '84
REFER TO
FOR
Info	Invest	R/D	D/R	Sign	Act	File

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Crooked Creek - Flight Strip (Rome)

WEEK ENDING: November 19, 1983

SECTION PREFIX: .123-1086

HIGHWAY: I.O.N. Highway

COUNTY: Malheur

NAME OF JOB:

KIND OF WORK: Grading and Paving

CONTRACTOR: Western Mixing Company

CONTRACT NUMBER: 9628

FEDERAL AID PROJECT NUMBER: FLH-3(23)

DATE OF CONTRACT: May 5, 1983

DATE WORK STARTED: May 23, 1983

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 92%

PROJECT AUTHORIZATION: $ 1,741,506.75

EXCLUSIVE OF ENGINEERING: $ 1,617,666.27

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,573,473.00

ESTIMATED PERCENT: UNDERRUN 3 %

ENGINEERING AUTHORIZATION: $ 123,840.48

This Week 711.76

ENGINEERING COST TO DATE: $ 109,066.33

PERCENT OF AUTHORIZATION: 88 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93%

DATE PROJECT WAS COMPLETED: October 7, 1983

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	9.77	9.77			9.77
MILES PARTIALLY COMPLETED					
MILES COMPLETED	9.77	9.77			9.77
TOTAL ESTIMATED QUANTITIES (CONTRACT)	26,308 cy	41,900 ton	96,090ton		43,000 ton
TOTAL QUANTITIES CORRECTED TO DATE	46,384 cy	41,401 ton	104,090ton		38,756 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	46,384 cy	41,401 ton	104,090ton		38,756 ton
AVERAGE DAILY QUANTITIES	0	0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		0
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13		0		
MONDAY 14		0		
TUESDAY 15		0		
WEDNESDAY 16		0		
THURSDAY 17		0		
FRIDAY 18		0		
SATURDAY 19		0		

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NOV 23 1983
CONSTRUCTION SECTION

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 13	No Activity all Week ---- Project Completed
MONDAY 14	
TUESDAY 15	
WEDNESDAY 16	
THURSDAY 17	
FRIDAY 18	
SATURDAY 19	

REMARKS

Project completed - ONE man working on semi-final this week

NOTE: No overtime accrued on subject project this week
/This is the final weekly submitted for subject project

SIGNED P. F. B________ LOCATION Ontario
P.F. Burnett, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

5

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FLH-F-3(23)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30060

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 8/12/83

8. FEDERAL ROUTE NUMBER Primary 47

9. STATE ROUTE NUMBER Secondary 456

10. GENERAL LOCATION:

Crooked Creek - Flight Strip (Rome) Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Potter's letter of 8/9/83 I approve the program change as follows:

1) Project Location: Change to read "---Line, N 19.38 mi." (This includes 9.55 miles of no work).
2) Character of Proposed Work: Add "Minor Struct." (Truck weigh station).
3) Work Type Code: Add "Y007".
4) Project Data: Add "Construct truck weigh station including all appurtenances; e.g., approaches, parking area, signing, scale pit, scales, scale house, etc.
5) Revise construction costs to a TEC of $2,099,619 Federal Funds $2,040,017.

(Increase TEC $131,784 Federal Funds $116,168 appropriation code 010)

RECEIVED
STATE HWY ENGR
AUG 17 '83
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

Orig to
8/17

14. DATE 8/12/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-78) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

August 9, 1983

PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter, Manager
Program Section
ORIGINAL SIGNED BY
GARY A. POTTER

SUBJECT: Program Change
Item No. 30060
Project No. FLH-F-3(23)
Crooked Cr.-Flight Strip (Rome) Section
Malheur County

I request approval of a program change to increase the scope of work to include construction of a truck weigh station at Burns Jct., with Consolidated Primary funds (Appn Code 010), requiring revisions as follows:

1) Project Location: Change to read "---Line, N 19.38 mi." (This includes 9.55 miles of no work).
2) Character of Proposed Work: Add "Minor Struct.".
3) Work Type Code: Add "Y007".
4) Project Data: Add "Construct truck weigh station including all appurtenances; e.g., approaches, parking area, signing, scale pit, scales, scale house, etc.

The contractor has agreed to perform the construction of the weigh station approaches and parking areas. Under "Price Agreement No. 3" he will accomplish construction of the base and surfacing for an estimated total cost of $85,784 with Federal funds of $75,619. And under "Order for Extra Work, No. 1" he will accomplish the required "embankment-in-place" for an estimated total cost of $46,000 with Federal funds of $40,549. Reimbursement for this additional work will be claimed on an actual cost basis.

Enclosed for informational purposes are unsigned copies of these documents.

Upon approval of this program change the Construction Section will forward the proper documents under separate action.

JLG:pf
Enclosure

cc: C. T. Keasey
General Files

[illegible]

HIGHWAY DIVISION

CON

H. S. Coulter
State Highway Engineer

July 5, 1983

W. E. Schwartz
Assistant State Highway Engineer

Burns Junction Scale House

The Jordan Valley scale site has been a problem for the Weighmasters since the new port of entry facility at Farewell Bend was opened and the Weighmaster operation moved to that site. They are too busy at Farewell Bend, and they have to travel additional miles to Jordan Valley.

The Weighmaster solution to the problem was to put a man in Burns when the weighmaster at John Day retired. He would work the scale at Jordan Valley which could hopefully be moved to Burns Junction.

[illegible]

Region 5 saw an opportunity to do the construction work as a part of the Flight Strip Overlay project and submitted a request to do so. The Flight Strip project is an FLH project and the additional work would have to be funded with regular federal-aid funds. The subject has come up on two occasions at our Schedule Committee meetings. Both times it was rejected by the other Committee members because they attach little importance to this work.

The 1983 estimate for the work is $234,175 for a complete installation, including a new building. This figure is based on doing the work as a separate contract. The prices for asphalt mix and excavation are more than double the prices we obtained on the current Flight Strip contract. I would estimate that the total work could be done by price agreement for $200,000, or less. It is my understanding that the contractor is agreeable with this.

My recommendation is, and has been, that we do the work and include it in the existing contract.

I asked Bob Hamilton about the portable scales. He advises that they would put in the regular permanent scales; probably move the ones at Jordan Valley. Bob says that the portable scales recently installed at Umatilla have not worked very well and have been out of operation. I am not sure of the reason.

WES:st

cc R. D. Hector
Bob Hamilton

r11 OSHD (Coulter)

Region (HCM-010)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INITIAL REPORT

REGION NO. 10	**REPORT NO.** 1	**COUNTY** Malheur	**DIVISION** Oregon
DATE OF INSPECTION 6/9/83	**INSPECTION MADE BY** David B. Carter, Area Engineer Original Signed by D. B. Carter Area Engr.		**PROJECT NO.** FLH-F-3(23)

IN COMPANY WITH

Frank Burnett, Project Manager, OSHD

LOCATION

Approximately 15.8 miles north of Basque on U.S. 395, Malheur County, OR

CONTRACTOR NAME AND ADDRESS

Western Mixing Co., P.O. Box 7335, Eugene, Oregon 97401

AWARD DATE 5/5/83	**CONTRACT AMOUNT** $1,533,506	**TIME ALLOWED** See below	**TIME STARTED** See below	**WORK STARTED** 5/23/83
QUALITY OF WORK Satisfactory	**PROGRESS OF WORK** Unsatisfactory	**TIME ELAPSED** 21	**WORK COMPLETED** 5	

RECEIVED
STATE HWY ENGR
JUN 28 83
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

REMARKS

CROOKED CREEK-FLIGHT STRIP (ROME) SECTION
I.O.N. HIGHWAY
Grading & Paving

This project provides for the widening and resurfacing of a 9.8 mile section of U.S. 395.

Work completed

The contractor has produced approximately 28,200 tons of the aggregate base material. This material will also be added to the existing base material to make the cement treated base (treated in place).

Work in progress

The contractor was producing the above mentioned base material.

Comments

The contract calls for a completion date of October 31, 1983. In addition an intermediate completion date of September 1st is specified for the emulsified asphalt concrete pavement, and another intermediate date of September 30th is specified for the chip seal construction. The progress of the work has been listed as unsatisfactory as the contractor has used nearly 21 percent of the contract time and has only completed 5 percent of the work. However, the contractor can still finish the project on time with a coordinated work effort.

The crusher is presently working 2 ten hour shifts.

The material test results were reviewed at the crusher site. The material is being produced in substantial conformance with the specifications.

9V21

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FLH-F-3(23)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Malheur

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30060

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/6/83

8. FEDERAL ROUTE NUMBER Primary 87

9. STATE ROUTE NUMBER Seocnary 456

10. GENERAL LOCATION:
Crooked Creek - Flight Strip (Rome) Section

11. GENERAL DESCRIPTION OF WORK
High type pavement overlay (3R)

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping SF	$9,600
Temporary Pavement Striping SF	$1,400
Temporary Erosion Control	$2,500

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 4/4/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,471,162 Federal Funds $2,415,329.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
APR 13 '83
REFER TO Potter
FOR
Info | Instr | R/D | D/R | Sign | Act | File

Orig w/ att to file 4/14

14. DATE 4/6/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

~~DES 16~~

TO: Bob Hector
Region V Engineer

DATE: March 17, 1983

FROM: D.R. Adams
Donald R. Adams
Final Design Engineer

SUBJECT: Crooked Creek-Flight Strip Section
I.O.N. Highway
Malheur County

☒ RE ☐ RCE ☒ RME ☒ ROE
☒ RFA ☐

MAR 21 1983
RECEIVED
REGION 5 OFFICE

The proposed base design for this section is planned to use cold mix plant mix as a 4-inch overlay and as a 6-inch paved surface over ten inches of mixed-in-place CTB. I discussed this design with you on March 15, at which time you indicated your concern over the heavy percentage of trucks on the I.O.N. Highway. These trucks carry overweight loads and could cause serious rutting problems with the cold mix design.

RECEIVED
STATE HWY ENGR
MAR 28 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

After our discussion, I re-evaluated the possible impacts of the truck traffic on this pavement. I used the percentage of trucks with two axles and over and the August weekday traffic to estimate truck volumes on three eastern Oregon highways. Truck traffic on the I.O.N. Highway is about 150 per day, based on 14% trucks and 1,200 AWD whereas the Elgin-Minam Highway, which received a cold mix surfacing, had 484 trucks per day or 22% of the 2,200 AWD. On the Ione-Lexington, which is currently scheduled for a cold mix overlay, 130 trucks per day can be expected, based on a 9.6% trucks of the 1,400 AWD. Certainly, a 14% truck count on the Crooked Creek-Flight Strip Section is significant, but it could not be considered unusual and certainly not at all comparable with the trucks that could be expected on the Elgin-Minam Highway.

NOTED
W. E. SCHWARTZ

John Scofield advises that in the past year, since the Elgin-Minam was constructed, no serious rutting has occurred. He attributes this to the open graded coarse aggregate used on the cold mix designs which inhibit or resist the consolidation in the wheel tracks. On the Crooked Creek-Flight Strip project, quarry rock will be used which should provide significant angular surfaces to provide substantial resistance to consolidation or pushing once the material has set up.

Based on the very strong recommendation from the Pavement Design Engineer and the fact that the truck traffic is really not out

Info cy Burnett

cy Schwartz

81-125-1307

Contains Recycled Materials

of reason in spite of the percentage figures, I think we should proceed with the job using the cold mix pavement design. Perhaps to relieve some of the problem you might anticipate with some heavy truck loads, the Weighmasters could increase their weight measurement activities at a critical point during the paving operation.

DRA:ja

cc J. H. Versteeg
John Scofield
Norman Mann

9029

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: FY 1983 Public Lands Highway Fund Allocation
(Your ltr, 6-16-82, ACC 9)

Date: November 3, 1982

From: Division Administrator

Reply to Attn. of: HPO-OR/710.16

To: Mr. H. S. Coulter, State Highway Engineer

copy - Acc 9.5 Public Lands
Con 21-4 Lakeview - Burns

We have been informed by our Headquarters office that the allocation of Public Lands Highway funds for FY 1983 does not include funds for the Oregon project proposed in your application.

Robert B. Hathaway
fr Dale E. Wilken

11/5/82
cys:
Fred Miller
E. S. Hunter
D. H. Moehring
J. H. Versteeg
Gary Potter
Frank Terpin
Dale Allen
Bob Hector

RECEIVED
STATE HWY ENGR
NOV 5 '82
REFER TO
FOR
Info | Invs | R/D | D/R | Sign | Act | File

NOTED
H. S. COULTER

ACC 9

DATE: June 16, 1982

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: /s/ E. S. Hunter
H. S. Coulter
State Highway Engineer

SUBJECT: Application for Public Lands Highway Funds

Acc 9.5 Public Lands 34
Con [illegible]

We are submitting an application for two Federal Lands Highway funded projects. The South Unit, Pike Ranch-Valley Falls project would require $2.6 million of FLH Funds and would be ready for contracting in Fiscal Year 1983. The Crooked Creek-Flight Strip project on the I.O.N. Highway would require $2.3 million of FLH Funds. The Crooked Creek-Flight Strip project is ready for immediate contracting should any FLH Funds become available in 1982 through redistribution or for any other reason.

Oregon is requesting a total of $4,900,000 FLH Funds for Fiscal 1983. Should funds become available in 1982, our needs are for $2,300,000 in FLH Funds.

Our application for Public Lands Funds will be supplemented with the necessary State and Federal-Aid Primary Funds to give the proposed projects continuity.

As requested by your May 21 letter, we have prepared a summary page for each project. We are also attaching copies of our previous application which contains additional detail on each project.

It is our opinion that the two projects meet the criteria for financing with Public Lands Highway Funds, and we request an allocation in the amounts listed be made to Oregon from the next available funds.

Att.

GCW:ge ia

bc Fred D. Miller, w/att.
E. S. Hunter "
D. H. Moehring "
J. H. Versteeg "
Gary Potter "
Frank Terpin "
Dale D. Allen "
Bob Hector "

DEPARTMENT OF TRANSPORTATION
EDERAL HIGHWAY ADMINISTRATIC
WASHINGTON, D.C. 20590

OFFICE OF
THE ADMINISTRATOR

JUN 1 1982

IN REPLY REFER TO:
HNG-1

The Honorable Denny Smith
Member, United States House
of Representatives
P.O. Box 13089
Salem, Oregon 97309

Dear Mr. Smith:

C of 4 5
AC 4
Public Lands
Con 21
Lakeview Burns

This is in response to your May 10 inquiry transmitting a letter from State Senator Robert F. Smith. State Senator Smith wrote concerning the Oregon State Highway Division's application to the Federal Highway Administration for $4.9 million of Public Lands Highway funds for fiscal year 1983.

Authorizing legislation for fiscal year 1983 has not yet been approved by Congress; however, present indications are that we will be authorized to continue the Public Lands Highway program at a funding level at least equal to the $16 million which has been authorized for the program in recent years. On that basis, we asked our field offices on April 23 to submit project proposals by July 14 for funding that may become available in fiscal year 1983 for Public Lands Highways. We will review all the proposals, including Oregon's request, to develop a priority listing from which approved projects can be selected.

Thank you for taking the time to let us know of the support for Oregon's proposal.

Sincerely yours,
R. A. Barnhart
Federal Highway Administrator

Enclosure:
Transmitted Correspondence

cc:
Washington Office

RECEIVED
JUN 08 1982
LOCATION
SECTION

RECEIVED
STATE HWY ENGR
JUN 7 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
TECHNICAL SERVICES
JUN 8 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

cy Hunter
[illegible]
Moldovan

cc Versteeg
Tupin — Als finish applications by June 15th
6-16-82 Dave call
SP

HOUSE OF REPRESENTATIVES, U.S.
WASHINGTON, D.C.

May 10, 1982

R.A. Barnhart, Administrator
Federal Highway Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

The attached communication is submitted for your consideration, and to ask that the request made therein be complied with, if possible.

If you will advise me of your action in this matter and have the letter returned to me with your reply, I will appreciate it.

Very truly yours,

Congressman Denny Smith
P.O. Box 13039
Salem, OR 97309

16012

M.C.

Attn: Randy Stockdale District.

Bob Smith for Congress Committee
PO Box 1672
Klamath Falls, Oregon 97601
Phone 503/883-1982

Bob Smith for Congress.

David Stults, Manager; Bill Cramer, Treasurer

May 3, 1982

RECEIVED
STATE HWY ENGR
MAY 4 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
H. S. COULTER

[illegible] 5/4/82

The Honorable Denny Smith
1207 Longworth House Office Building
Washington, D.C. 20515

[illegible] Lakeview Bu[illegible]

Dear Denny,

Recently the Oregon Highway Division submitted an application to the Federal Highway Administration for $4.9 million of Federal Lands Highway funds for fiscal 1983.

Projects involved are the South Unit Pikes Ranch-Valley Falls section on the Lakeview-Burns Highway (US 395), requiring $2.6 million Federal Lands Highway funds, and the Crooked Creek-Flight Strip section on the I.O.N. Highway (US 95) requiring $2.3 million in Federal Lands Highway funds.

The Crooked Creek-Flight Strip project is ready for immediate contracting, should money become available in 1982. Both would be ready for contracting in 1983 otherwise.

The first project would complete reconstruction of the southerly portion of ORE 49, the Lakeview-Burns highway, to its junction with ORE 19, the Fremont Highway. The second project is the remaining segment slated for improvement to adequate width between the jucntion with the Steens Highway and the Nevada State Line.

Both projects are important, not only to local users but also to intrastate and interstate commerce. Both projects traverse Bureau of Land Management administered property, and both projects constitute extension of previously constructed Federal Land Highway funded jobs.

Anything you can do to insure approval and early funding of these projects will be greatly appreciated.

Sincerely,

Robert F. Smith
Republican Leader
Oregon State Senate

cc: H.S. Coulter
Letters also to Hatfield, Packwood, AuCoin

9624

MARK O. HATFIELD, OREG., CHAIRMAN

TED STEVENS, ALASKA	WILLIAM PROXMIRE, WIS.
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WARREN RUDMAN, N.H.	DENNIS DE CONCINI, ARIZ.
ARLEN SPECTER, PA.	DALE BUMPERS, ARK.

J. KEITH KENNEDY, STAFF DIRECTOR
THOMAS L. VAN DER VOORT, MINORITY STAFF DIRECTOR

United States Senate
COMMITTEE ON APPROPRIATIONS
WASHINGTON, D.C. 20510

April 23, 1982

Mr. H.S. Coulter, P.E.
State Highway Engineer
Dept. of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

Dear Scott:

Thank you for your letter outlining the Highway Division's FY'83 Federal Lands Highway requests.

I understand that there may be excess funds in this program for FY'82 and if that is the case, I will convey to the Department of Transportation the needs of the Crooked Creek-Flight Strip project. In addition, I will keep it in mind as well as the U.S. 395 project as we continue with the FY'83 budget process.

copies
acc 9-5-PL
CON 21-4
4 Lakeview-
Burns

Thanks again for bringing this to my attention.

Kindest regards.

Sincerely,

Mark O. Hatfield
United States Senator

MOH/slm

[illegible]
4/[illegible]/82

RECEIVED
STATE HWY ENGR
APR 26 '82
REFER TO

FOR

Info	Inves	R/D	D R	Sign	Act	File

April 2, 1982

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Building
Washington, D. C. 20510

Application for Public Lands Highway Funds

The Oregon Highway Division has submitted an application to the Federal Highway Administration for $4.9 million of Federal Lands Highway funds for fiscal 1983.

copy to 1-5
acc f.
p.
+ 21-4
ccN
Lakeview-Burns

Oregon will have two Federal Lands Highway projects ready for contracting in early 1983. They are the South Unit Pikes Ranch-Valley Falls Section on the Lakeview-Burns Highway (US395) requiring $2.6 million Federal Lands Highway funds and the Crooked Creek-Flight Strip Section on the I.O.N. Highway (US95) requiring $2.3 million in Federal Lands Highway funds. Our needs in fiscal 1983 for these two projects are for $4.9 million in Federal Lands Highway funds.

The Crooked Creek-Flight Strip project is ready for immediate contracting. Should any Federal Lands Highway funds become available in 1982, we would request that $2.3 million of these funds be allocated to Oregon.

Attached is a copy of our application to the Federal Highway Administration for Federal Lands Highway funds for fiscal 1983.

Your continued interest and support of the Oregon Highway Division's programs are appreciated.

H. S. Coulter, P.E.
State Highway Engineer

Att.
JHV:rw ji

bc: E. S. Hunter
R. N. Bothman
J. H. Versteeg
Alan Lightner

April 2, 1982

The Honorable Les AuCoin
House of Representatives
231 Cannon House Office Building
Washington, D. C. 20515

Application for Public Lands Highway Funds

The Oregon Highway Division has submitted an application to the Federal Highway Administration for $4.9 million of Federal Lands Highway funds for fiscal 1983.

Oregon will have two Federal Lands Highway projects ready for contracting in early 1983. They are the South Unit Pikes Ranch-Valley Falls Section on the Lakeview-Burns Highway (US395) requiring $2.6 million Federal Lands Highway funds and the Crooked Creek-Flight Strip Section on the I.O.N. Highway (US95) requiring $2.3 million in Federal Lands Highway funds. Our needs in fiscal 1983 for these two projects are for $4.9 million in Federal Lands Highway funds.

The Crooked Creek-Flight Strip project is ready for immediate contracting. Should any Federal Lands Highway funds become available in 1982, we would request that $2.3 million of these funds be allocated to Oregon.

Attached is a copy of our application to the Federal Highway Administration for Federal Lands Highway funds for fiscal 1983.

Your continued interest and support of the Oregon Highway Division's programs are appreciated.

H. S. Coulter, P.E.
State Highway Engineer

Att.

JHV:rw ji

bc: E. S. Hunter
R. N. Bothman
J. H. Versteeg
Alan Lightner

96[illegible]

April 2, 1982

The Honorable Robert Packwood
United States Senator
6327 Dirksen Senate Office Building
Washington, D. C. 20510

Application for Public Lands Highway Funds

This is in response to your recent telephone inquiry regarding our needs for Federal Lands Highway funds in fiscal 1983.

Oregon will have two Federal Lands Highway projects ready for contracting in early 1983. They are the South Unit Pikes Ranch-Valley Falls Section on the Lakeview-Burns Highway (US395) requiring $2.6 million Federal Lands Highway funds and the Crooked Creek-Flight Strip Section on the I.O.N. Highway (US95) requiring $2.3 million in Federal Lands Highway funds. Our needs in fiscal 1983 for these two projects are for $4.9 million in Federal Land Highway funds.

The Crooked Creek-Flight Strip project is ready for immediate contracting. Should any Federal Lands Highway funds become available in 1982, we would request that $2.3 million of these funds be allocated to Oregon.

Your continued interest and support of the Oregon Highway Division's programs are very much appreciated. Attached is a copy of our application to the Federal Highway Administration for $4.9 million in Federal Highway funds for fiscal 1983.

H. S. Coulter, P.E.
State Highway Engineer

Att.

JHV:rw ji
bc: E. S. Hunter
R. N. Bothman
J. H. Versteeg
Alan Lightner
Don Linton

April 2, 1982

The Honorable Denny Smith
House of Representatives
1207 Longworth House Office Building
Washington, D. C. 20515

Application for Public Lands Highway Funds

The Oregon Highway Division has submitted an application to the Federal Highway Administration for $4.9 million of Federal Lands Highway funds for fiscal 1983.

Oregon will have two Federal Lands Highway projects ready for contracting in early 1983. They are the South Unit Pikes Ranch-Valley Falls Section on the Lakeview-Burns Highway (US395) requiring $2.6 million Federal Lands Highway funds and the Crooked Creek-Flight Strip Section on the I.O.N. Highway (US95) requiring $2.3 million in Federal Lands Highway funds. Our needs in fiscal 1983 for these two projects are for $4.9 million in Federal Lands Highway funds.

The Crooked Creek-Flight Strip project is ready for immediate contracting. Should any Federal Lands Highway funds become available in 1982, we would request that $2.3 million of these funds be allocated to Oregon.

Attached is a copy of our application to the Federal Highway Administration for Federal Lands Highway funds for fiscal 1983.

Your continued interest and support of the Oregon Highway Division's programs are appreciated.

H. S. Coulter, P.E.
State Highway Engineer

Att.
JHV:rw ji
bc: E. S. Hunter
R. N. Bothman
J. H. Versteeg
Alan Lightner

bc: Senator Robert F. Smith - Letter sent to Senators Hatfield and Packwood and Representative AuCoin, also.

9628
please file it

F.L.H. #613,032

~~3/31/82~~

Sec. 456
filed 49

Crooked Cr. - Flight Strip
I.O.N. Hwy.

S. Unit
4.52 mi.

N. Unit
5.53 mi.

F.L.H. 3.52 mi.	F.A.P. w Match 1.0 mi.	F.L.H. 5.53 mi.	F.A.P.
$1,025,820	$225,180	$1,352,000	—

Total F.L.H.

$1,352,000	N Unit
1,025,820	S Unit
$2,377,820	10.05 mi.

Total Project Cost.

1,352,000
1,251,000
2,603,000

S. Unit, Pikes Ranch-Valley Falls
Lakeview - Burns Hwy.
8.5 mi.

FLH 4.6 mi.	FAP w/match 3.9 mi.
$2,570,000	$1,380,000

Total For FY 83

2,377,820
2,570,000
4,947,820

July 10, 1981

PRO 6

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Application for Public Lands Highway Funds

cc PM-5
cc SP-
#9451

On August 18, 1980 I made a request for FY 1981 Public Lands funds for two projects. Our first priority project was Beede Reservoir-Drinkwater Pass on the Central Oregon Highway. That request required $3.5 million in FLH funds. Your November 4, 1980 letter confirmed allocation of $1.5 million for this project.

Since this project does not lend itself to being shortened, we requested the transfer of the allocated funds to our second priority project, Crooked Creek-Flight Strip on the ION Highway. Your January 16, 1981 letter approved that request.

On July 2, 1981 we renewed our request for FLH funds for the same two jobs requested in 1980. The Beede Reservoir project is still our No. 1 priority. Because of this, we request your approval to return the $1.5 million allocated in 1980 to the Beede Reservoir-Drinkwater Pass job. We are prepared to proceed with the construction of this project in FY 1982 if we receive a reasonable additional allocation of FLH funds which would be combined with Primary and State funds to construct this sorely needed project.

DES:pf

bcc: F. B. Klaboe
E. S. Hunter
D. H. Moehring

July 2, 1981

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Application for Public Lands Highway Funds

In response to your request of June 12, (Reference HPO-OR/710.16), we are submitting application for Public Lands Highway Funds for two projects:

copy
Acc 9-5 Jr.

#9451

CON 21-4
Lakeview
Burns

1. Beede Reservoir-Drinkwater Pass on the Central Oregon Highway is an extension easterly of improvements started several years ago by completion of the FLH project between Pine Creek Road and Beede Reservoir, F-FLH-4(9).

2. South Unit, Crooked Creek-Flight Strip on the I.O.N. Highway is the remaining segment slated for improvement to adequate width between the Junction with Steens Highway and the Nevada State Line (M.P. 66.2 to M.P. 121.5).

There is a critical need for improving these sections. The existing bituminous surfacing is exhibiting serious distress. We have been unable to finance the correction of these conditions with other funds. The following information is submitted in support of this application for the two sections.

1. Beede Reservoir-Drinkwater Pass Section, Central Oregon Highway, FLH-4(-); U.S. Route 20; FAP Route 21:

   A. The existing facility is substandard in roadbed width, travelway width, and surface stability throughout.

      (1) The roadbed is generally 23 feet wide.

      (2) The travelway consists of 20-foot bituminous surface approximately 2 inches in depth on an 11-inch rock base.

(3) Shoulders are gravel and average 1 1/2 feet in width.

(4) Current ADT is 900 vehicles with a 20-year projection of 1,350 vehicles. Trucks make up approximately 14 percent of the traffic with 55 percent of the trucks being 5-axle rigs.

(5) On this section of highway during the years 1978 and 1979, there were six reported accidents. In 1978, there was one parking and one miscellaneous accident with no resulting injuries. The Average Daily Traffic for 1978 was 930 vehicles per day resulting in an accident rate of 0.48. In 1979, there were two non-collision, one fixed object and one miscellaneous accident. Two of the accidents resulted in three injuries. The Average Daily Traffic for 1979 was 800 vehicles per day resulting in an accident rate of 1.05. The 1979 comparable statewide rate for similar highways was 1.59.

(6) The existing two-lane highway has adequate capacity for present traffic. The proposed two-lane highway with climbing lane will provide adequate capacity for foreseeable future growth.

D. The section under consideration is from M.P. 165.7 easterly to M.P. 177.5. Standards proposed for the reconstruction of this section are as follows:

Roadbed width -- 36 feet
Pavement width --------------------------------------- 24 feet
Paved Shoulders -------------------------------------- 6 feet
Cement Treated Base ---------------------------------- 12 inches
Leveling Course (A.C. over old pavement) ---------- 1 1/2 inches
Asphaltic concrete wearing surface ------------------ 3 1/2 inches

The Base Design has been modified from the design use on project F-FLH-4(9) adjacent to the west because of changed conditions.

A climbing lane will be constructed on Drinkwater Mountain grade, M.P. 175.2 to M.P. 177.5.

The design hourly volume is 130 for the proposed improvement. The west end of this project is adjacent to project F-FLH-4(9) and 10.8 miles east of Buchanan. The design matches the adjacent section to the west.

C. Additional information as indicated below provides justification for the proposed improvements:

(1) This section is on a main route, US 20, extending from Newport on the Oregon Coast easterly to connect with I-84 at Ontario, Oregon. This is the shortest east-west route connecting the Oregon Coast, the Willamette Valley, and a number of the larger towns in central and eastern Oregon to the Boise area in Idaho.

(2) Service rendered by this facility is almost entirely involved with through traffic. The area through which the section passes is very sparsely settled and therefore generates very little to the total traffic.

(3) This section is used extensively in the transportation of livestock, particularly in the fall and spring months when the cattle are being moved between summer range areas and winter feed lots. Other commodities which are transported across this area are lumber, livestock, feed, machinery, and miscellaneous supplies.

(4) This section of the highway has recurring surface failures throughout its length and is showing increasing signs of distress, which has been accelerated by unusual frost problems.

(5) The present traffic justifies improvements based on the accepted standards for primary highways. The present average daily traffic is 900 vehicles (DHV of 105) for this section.

(6) State, local or federal funds, other than Federal Lands Highway Funds, are available only in very limited amounts to finance construction of this section due to the need and greater demand for such funds on highways in more populated areas.

(7) Approximately 60% of the project is through land owned by U.S. Government administered by Bureau of Land Management.

2. South Unit, Crooked Creek-Flight Strip, I.O.N. Highway, FLH-3(-); US Route 95; FAP Route 87:

A. The existing facility is substandard in width and has excessive surface instability throughout:

(1) The existing roadbed is generally 28 feet wide.

(2) The travelway is 24 feet of bituminous surface, 3 inches in depth on a 5-inch rock base.

(3) Gravel shoulders are generally 2 feet wide.

(4) The existing average daily traffic is 850 vehicles with a 20-year projection of 1,100 vehicles. Trucks comprise approximately 17 percent of the traffic volume with 70 percent of the trucks being 5-axle rigs.

(5) During the years of 1978 and 1979, there were two accidents on this section of highway. Both accidents were a fixed-object type and resulted in two injuries. The accidents listed both occurred in 1978. Average Daily Traffic for 1978 was 851 vehicles per day resulting in an accident rate of 1.50. The 1978 comparable statewide rate for similar highways was 2.14.

(6) The existing two-lane highway has adequate capacity for present traffic. The proposed two-lane highway will provide adequate capacity for foreseeable future growth.

B. The section under consideration extends from M.P. 31.2 southerly 4.3 miles to M.P. 35.5 which is 35.9 miles north of the Oregon-Nevada State Line at McDermitt. The standards proposed for the structural overlay of this section are:

Roadbed width -------------------------------- 32 feet
Pavement width ------------------------------- 24 feet
Shoulders (paved) width ---------------------- 4 feet
Aggregate Base ------------------------------- 15 1/2 inches
Leveling Course ------------------------------ 2 inches
Wearing Course ------------------------------- 3 1/2 inches A.C.
Future Stage --------------------------------- 1 1/2 inches A.C.

The north end of the project is adjacent to project F-87(1) and is compatible with that section. The south end is compatible with project FLH-3(20).

The design hour volume (DHV) is 100 vehicles for the proposed improvement.

C. The following information is furnished in justification of the proposed improvement.

(1) The section is on a main route, US 95, extending from the Canadian border north of Spokane, south to the Mexican border below Yuma, Arizona.

(2) The continuity, which this section gives to the Highway, provides benefits not only to the local users, but also intrastate and interstate commerce.

(3) The section is used in the transportation of livestock, feed, grain, lumber, machinery and other miscellaneous supplies.

(4) This section is one of several that have recurring surface failures and can only be corrected by a structural overlay.

(5) The present traffic justifies improvements to the standards proposed.

(6) State, local or federal funds, other than Federal Lands Highway Funds, are available only in very limited amounts to finance the construction of this section due to the need and greater demand for such funds on highways in more populous areas.

(7) Approximately 75% of this project is through land owned by U.S. Government and administered by Bureau of Land Management.

Four copies each of two sketch maps are attached showing the sections of the highway proposed for improvement.

Our application for Public Lands Funds will be supplemented with the necessary State and Federal Aid Primary Funds to give the proposed projects continuity. A summary of the lengths and costs for the two sections follows:

SECTION	MILES			IN THOUSANDS OF DOLLARS			
	FLH	STATE	TOTAL	FLH	STATE	FAP	TOTAL
Beede Res-Drinkwater Pass Central Oregon Hwy., FAP 21 M.P. 165.7 - M.P. 177.5	7.3	4.5	11.8	$4,780	$340	$2,350	$7,470
South Unit, Crooked Creek- Flight Strip, I.O.N. Highway, FAP 87, M.P. 81.2-M.P. 85.5	3.3	1.0	4.3	1,480	60	430	1,970
TOTAL				$6,260	400	$2,780	$9,440

We anticipate that these two projects can be advertised for contracting as soon as funding is available. The location work is complete. Environmental assessments have been prepared for both sections. They are located in remote areas of the state. The assessments classify the projects as nonmajor, requiring no further environmental statements.

Archeological surveys have been made and there are no significant sites affected by the proposed construction.

Both projects traverse Bureau of Land Management administered property. Both projects constitutes extension of previously constructed Federal Land Highway funded jobs.

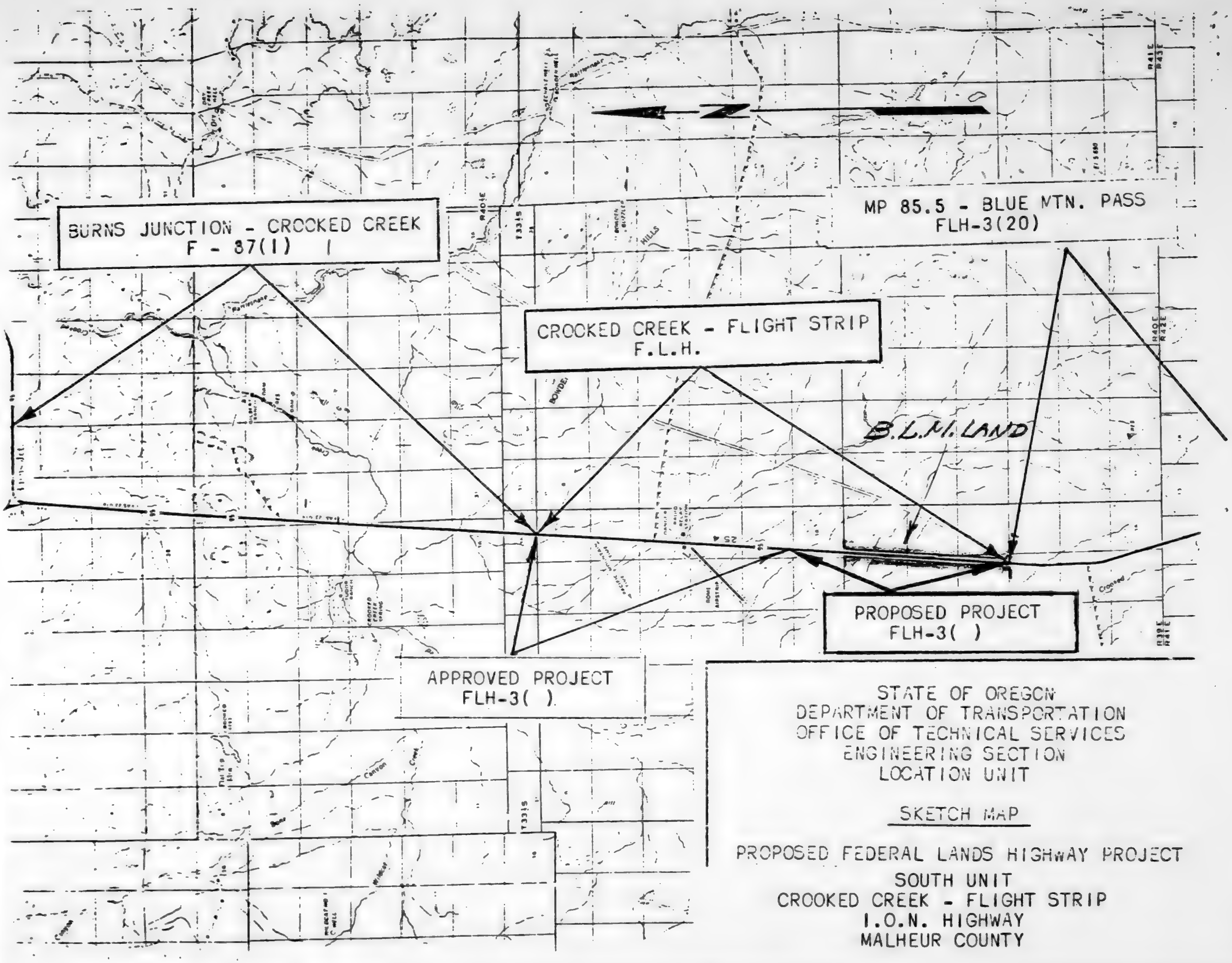
It is our opinion that the two proposed projects meet the criteria for financing with Public Lands Highway Funds and we request an allocation in the amounts listed be made to Oregon from the next available funds.

A priority listing of proposed projects and estimated costs, including the two above, is attached for your reference.

DES:pf
Attachments

bcc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
J. H. Versteeg
Gary Potter
F. F. Turpin

		M.P.		LENGTH			FUNDS	(1,000)	
SECTION	HIGHWAY	to M.P.	FLH	STATE	TOTAL	FLH	STATE	FAP	TOTAL
Beede Reservoir-Drinkwater Pass	Central Oregon, FAP 2	165.7-177.5	7.3	4.5	11.8	4,780	340	2,350	7,470
South Unit, Crooked Creek-Flight Strip	I.O.N. FAP 87	81.2-85.5	3.3	1.0	4.3	1,480	60	430	1,970
S. Unit, Pikes Ranch-Valley Falls	Lakeview-Burns FAP 49	81.4-90.0	4.6	3.9	8.5	2,570	180	1,200	3,950


BURNS JUNCTION - CROOKED CREEK
F - 87(1)
CROOKED CREEK - FLIGHT STRIP
F.L.H.
MP 85.5 - BLUE MTN. PASS
FLH-3(20)
B.L.M. LAND
PROPOSED PROJECT
FLH-3( )
APPROVED PROJECT
FLH-3( )
N
R41E
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HILLS
BOWDEN
Crooked
Canyon
Creek
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STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
OFFICE OF TECHNICAL SERVICES
ENGINEERING SECTION
LOCATION UNIT

SKETCH MAP

PROPOSED FEDERAL LANDS HIGHWAY PROJECT
SOUTH UNIT
CROOKED CREEK - FLIGHT STRIP
I.O.N. HIGHWAY
MALHEUR COUNTY

Form FHWA 121 (1/80)

9628

8

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Transfer of Public Lands
Highway Funds

Date: January 16, 1981

From: G. L. Green, Division Administrator

Reply to Attn. of: HPO-OR/710.16

To: Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division

Copy.
#9451
Acc 1.5 Public Lands [illegible]

Your request to transfer $1.5 million in Public Lands funds allocated for the Beade Reservoir - Drinkwater Pass project to the Crooked Creek - Flight Strip project has been approved.

G Green

G. L. Green

RECEIVED
STATE HWY ENGR

JAN 19 '81

Orig. to

REFER TO. [illegible]

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					☒	

9628

LOC 17
123-1485 456 N

STATE OF OREGON

INTEROFFICE MEMO

TO: D. O. Christensen
Final Design Engineer

DATE: December 24, 1980

FROM: R. D. Hector
Region Construction Engineer

SUBJECT: Crooked Creek-Flight Strip
Preliminary Plans

In review of the subject preliminary plans, we offer the following comments:

-Sullivan Question No. 1: Excess excavated materials to remain property of the State. We should be able to dispose of it on the right-of-way within 1000-foot haul.

-Sullivan Question No. 2: Proposed spec on pit run base is satisfactory.

-Show the stockpile location back on the plans on west end of quarry area.

-The roadway running through the quarry serves a homesite. We intend to allow unrestricted access to the homesite during and after the contract activity.

RDH/dt

cc: Barry Hatcher

REFERRED TO
Beard
Stoudenmeyer
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Mann AGM
Eriksen
Watson
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Versteeg
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Olson
2 Sullivan ✓
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Contains Recycled Materials
81-125-1307

SP*75663-125

November 14, 1980

LOC 6

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Dear Mr. Green:

[illegible]

Allocation of Public Lands
Highway Funds, FY 1981 - Oregon
Your File HAM-OR/710.16

On November 4, 1980 you notified us of the approval of Forest Lands Highway funding in the amount of $1,500,000 for the Beede Reservoir-Drinkwater Pass project. The recent exchange of letters has indicated our need for additional FLH funding to address the subject project. You have responded that additional FLH funding is not available.

Our judgment has not changed since last year and we still feel strongly that this project needs to be constructed in its entirety as one job, and we prefer to wait for future funding rather than segmenting the project at this time. Two other factors support this request, such as the 80% limitation on Federal-aid obligation and the State's declining revenue, both of which foreclose the option of funding the entire Beede Reservoir-Drinkwater Pass project.

Therefore, we are requesting that the $1,500,000 of FLH funding approved for Beede Reservoir-Drinkwater Pass be transferred to our Number 2 priority (per August 26 application) -- the Crooked Creek-Flight Strip, ION Highway. The project lends itself to shortening to fit the available money. We request approval to use the $1.5 million on the northerly 5.5 miles from Mile Point 75.7 to Mile Point 81.2. Please note that the project beginning mile point has been changed from Mile Point 76.5 to 75.7. This change reflects the corrected south end of construction on Project F-87(1), Burns Junction-Crooked Creek, completed in 1977.

The following is a breakdown of proposed mileage and funding responsibilities:

Length Miles			Fund ($1,000)			
FLH	State	Total	FLH	State	FAP	Total
4.5	1.0	5.5	1,500	50	320	1,870

Your favorable consideration of this request is solicited.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer
Technical Services Branch

bc H. S. Coulter
D. H. Moehring
J. H. Versteeg
Frank Terpin

GCW:ge/ESH:ja

1624

8

Section	Length FLH	 State	 Total	In thousands of dollars FLH	 State	 FAP	 Total
Beede Res-Drinkwater Pass Central Oregon Hwy., FAP 2 M.P. 165.7 - M.P. 117.5	7.3	4.5	11.8	3,500	$ 230	$1,700	$5,430
Crooked Creek-Flight Strip I.O.N. Highway, FAP 87 M.P. 76.5 - 85.8	7.8	1.5	9.3	2,850	80	460	3,390
TOTAL				$6,350	$ 310	$2,160	$8,820

We anticipate that these two projects can be advertised for contracting between January 1981 and June 1981. The location work is progressing satisfactorily. Environmental assessments have been prepared for both sections. They are located in remote areas of the state. The assessments classify the projects as nonmajor, requiring no further environmental statements.

Archeological surveys have been made and there are no significant sites affected by the proposed construction.

Both projects traverse Bureau of Land Management administered property. Both projects constitutes extension of previously constructed Federal Land Highway funded jobs.

It is our opinion that the two proposed projects meet the criteria for financing with Public Lands Highway Funds and we request an allocation in the amounts listed be made to Oregon from the next available funds.

A priority listing of proposed projects and estimated costs, including the two above, is attached for your reference.

DES:bke
Attachments

NOTED
E. S. HUNTER

bcc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
J. H. Versteeg
Gary Potter
F. E. Terpin

RECEIVED
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August 18, 1980 ACC 9

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Application for Public Lands Highway Funds

In response to your request of August 7, (Reference HPO-OR/710.16), we are submitting application for Public Lands Highway Funds for two projects:

1. Beede Reservoir-Drinkwater Pass on the Central Oregon Highway is an extension easterly of improvements started several years ago by completion of the FLH project between Pine Creek Road and Beede Reservoir, F-FLH-4(9).
2. Crooked Creek-Flight Strip on the I.O.N. Highway is the remaining segment slated for improvement to adequate width between the Junction with Steens Highway and the Nevada State Line (M.P. 66.2 to M.P. 121.5).

There is a critical need for improving these sections. The existing bituminous surfacing is exhibiting serious distress. We have been unable to finance the correction of these conditions with other funds. The following information is submitted in support of this application for the two sections.

I. Beede Reservoir-Drinkwater Pass Section, Central Oregon Highway, FLH 4(-):

1. The existing facility is substandard in roadbed width, travelway width, and surface stability throughout.
    - a. The roadbed is generally 23 feet wide.
    - b. The travelway consists of 20-foot bituminous surface approximately 2 inches in depth on an 11-inch rock base.
    - c. Shoulders are gravel and average 1 1/2 feet in width.

d. Current ADT is 900 vehicles with a 20-year projection of 1,350 vehicles. Trucks make up approximately 14 percent of the traffic with 55 percent of the trucks being 5-axle rigs.

2. The section under consideration is from M.P. 165.7 easterly to M.P. 177.5. Standards proposed for the reconstruction of this section are as follows:

Roadbed width --------------------------------- 36 feet
Pavement width -------------------------------- 24 feet
Paved Shoulders ------------------------------- 6 feet
Cement Treated Base -------------------------- 10 inches
Leveling Course (A.C. over old pavement) ------ 1 inch
Asphaltic concrete wearing surface ------------ 3 1/2 inches

The Base Design has been modified from the design used on project F-FLH 4(9) adjacent to the west because of changed conditions.

A climbing lane will be constructed on Drinkwater Mountain grade, M.P. 175.2 to M.P. 177.5.

The design hourly volume is 130 for the proposed improvement. The west end of this project is adjacent to project F-FLH 4(9) and 10.8 miles east of Buchanan. The design matches the adjacent section to the west.

3. Additional information as indicated below provides justification for the proposed improvements:

a. This section is on a main route, US 20, extending from Newport on the Oregon Coast easterly to connect with I-80N at Ontario, Oregon. This is the shortest east-west route connecting the Oregon Coast, the Willamette Valley, and a number of the larger towns in central and eastern Oregon to the Boise area in Idaho.

b. Service rendered by this facility is almost entirely involved with through traffic. The area through which the section passes is very sparsely settled and therefore generates very little to the total traffic.

c. This section is used extensively in the transportation of livestock, particularly in the fall and spring months when the cattle are being moved between summer range areas and winter feed lots. Other commodities which are transported across this area are lumber, livestock feed, machinery, and miscellaneous supplies.

d. This section of the highway has recurring surface failures throughout its length and is showing increasing signs of distress, which has been accelerated by unusual frost problems.

e. The present traffic justifies improvements based on the accepted standards for primary highways. The present average daily traffic is 700 vehicles (DHV of 105) for this section.

f. State, local or federal funds, other than Federal Lands Highway Funds, are available only in very limited amounts to finance construction of this section due to the need and greater demand for such funds on highways in more populated areas.

II. Crooked Creek-Flight Strip, I.O.N. Highway, FLH-3(-):

1. The existing facility is substandard in width and has excessive surface instability throughout:

a. The existing roadbed is generally 28 feet wide.

b. The travelway is 24 feet of bituminous surface, 3 inches in depth on a 5-inch rock base.

c. Gravel shoulders are generally 2 feet wide.

d. The existing average daily traffic is 700 vehicles with a 20-year projection of 1,100 vehicles. Trucks comprise approximately 17 percent of the traffic volume with 70 percent of the trucks being 5-axle rigs.

2. The section under consideration extends from M.P. 76.5 southerly 9.3 miles to M.P. 85.8 which is 35.6 miles north of the Oregon-Nevada State Line at McDermitt. The standards proposed for the structural overlay of this section are:

Roadbed width	32 feet
Pavement width	24 feet
Shoulders (paved) width	4 feet
Aggregate Base	17 inches
Leveling Course	2 inches A.C.
Wearing Course	4 inches A.C.
Future Stage	2 inches A.C.

The north end of the project is adjacent to project FLH 3(16) and is compatible with that section. The south end is compatible with project FLH 3(19).

The design hour volume (DHV) is 100 vehicles for the proposed improvement.

3. The following information is furnished in justification of the proposed improvement.

   a. The section is on a main route, US 95, extending from the Canadian border north of Spokane, south to the Mexican border below Yuma, Arizona.

   b. The continuity, which this section gives to the Highway, provides benefits not only to the local users, but also intrastate and interstate commerce.

   c. The section is used in the transportation of livestock, feed, grain, lumber, machinery and other miscellaneous supplies.

   d. This section is one of several that have recurring surface failures and can only be corrected by a structural overlay.

   e. The present traffic justifies improvements to the standards proposed.

   f. State, local or federal funds, other than Federal Lands Highway Funds, are available only in very limited amounts to finance the construction of this section due to the need and greater demand for such funds on highways in more populous areas.

Four copies of a sketch map are attached showing the sections of the highway proposed for improvement.

Our application for Public Lands Funds will be supplemented with the necessary State and Federal Aid Primary Funds to give the proposed projects continuity. A summary of the lengths and costs for the two sections follows:

Section	Length			In thousands of dollars			
	FLH	State	Total	FLH	State	FAP	Total
Beede Res-Drinkwater Pass Central Oregon Hwy., FAP 2 M.P. 165.7 - M.P. 117.5	7.3	4.5	11.8	$3,500	$ 230	$1,700	$5,430
Crooked Creek-Flightstrip I.O.N. Highway, FAP 87 M.P. 76.5 - 85.8	7.8	1.5	9.3	2,850	80	460	3,390
TOTAL				$6,350	$ 310	$2,160	$8,820

We anticipate that these two projects can be advertised for contracting between January 1981 and June 1981. The location work is progressing satisfactorily. Environmental assessments have been prepared for both sections. They are located in remote areas of the state. The assessments classify the projects as nonmajor, requiring no further environmental statements.

Archeological surveys have been made and there are no significant sites affected by the proposed construction.

Both projects traverse Bureau of Land Management administered property. Both projects constitutes extension of previously constructed Federal Land Highway funded jobs.

Oregon has current FLH funded projects; Jackson Cr.-Hot Springs Rd. & Fossil Cr.-Bone Cr., which should be completed this month. Funds from these projects were from Fiscal 1979. We request that we be allowed to use the unobligated funds, including any from our current projects to help offset the effect of inflation on our proposed projects.

It is our opinion that the two proposed projects meet the criteria for financing with Public Lands Highway Funds and we request an allocation in the amounts listed be made to Oregon from the next available funds.

A priority listing of proposed projects and estimated costs, including the two above, is attached for your reference.

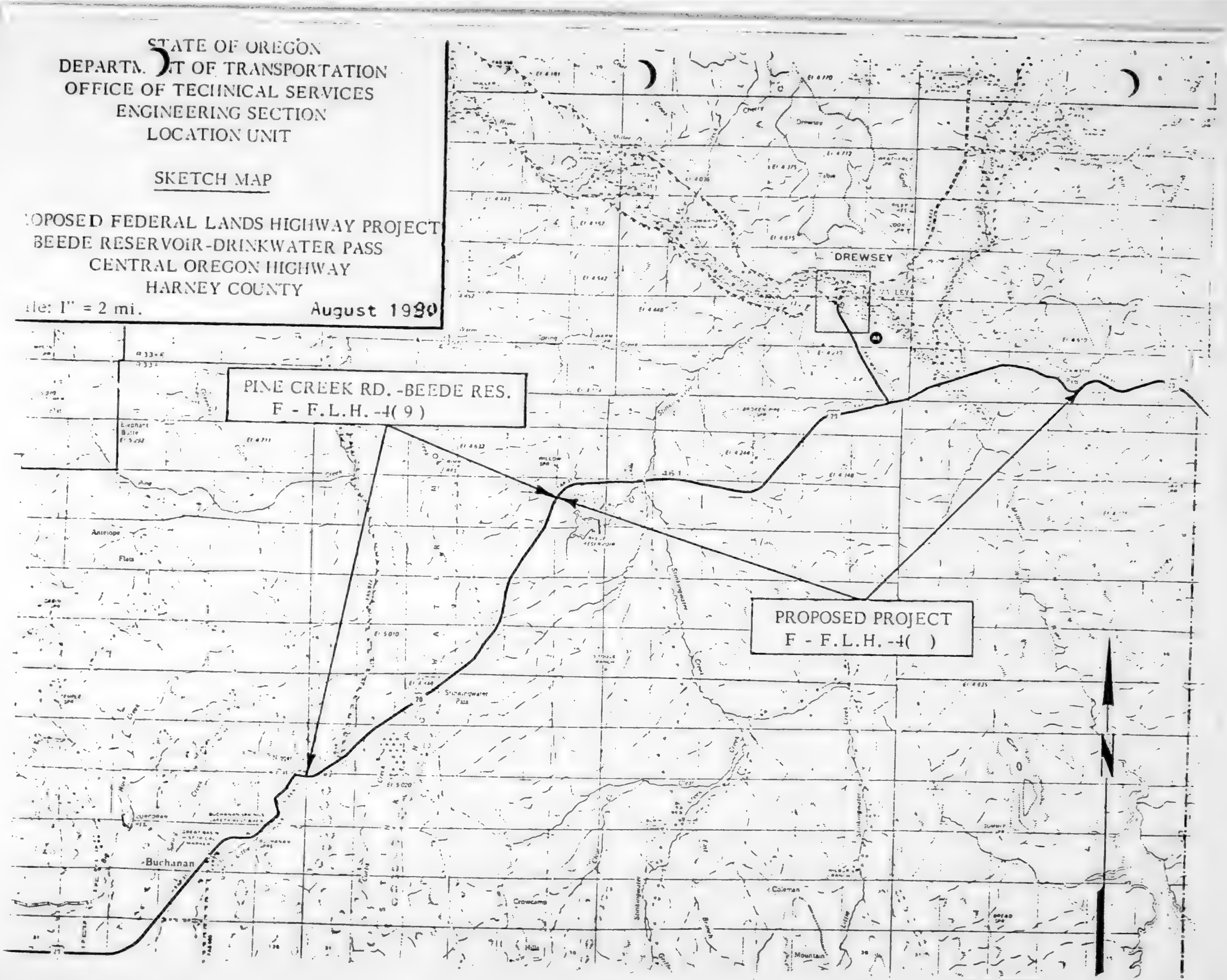
DES:bke
Attachments

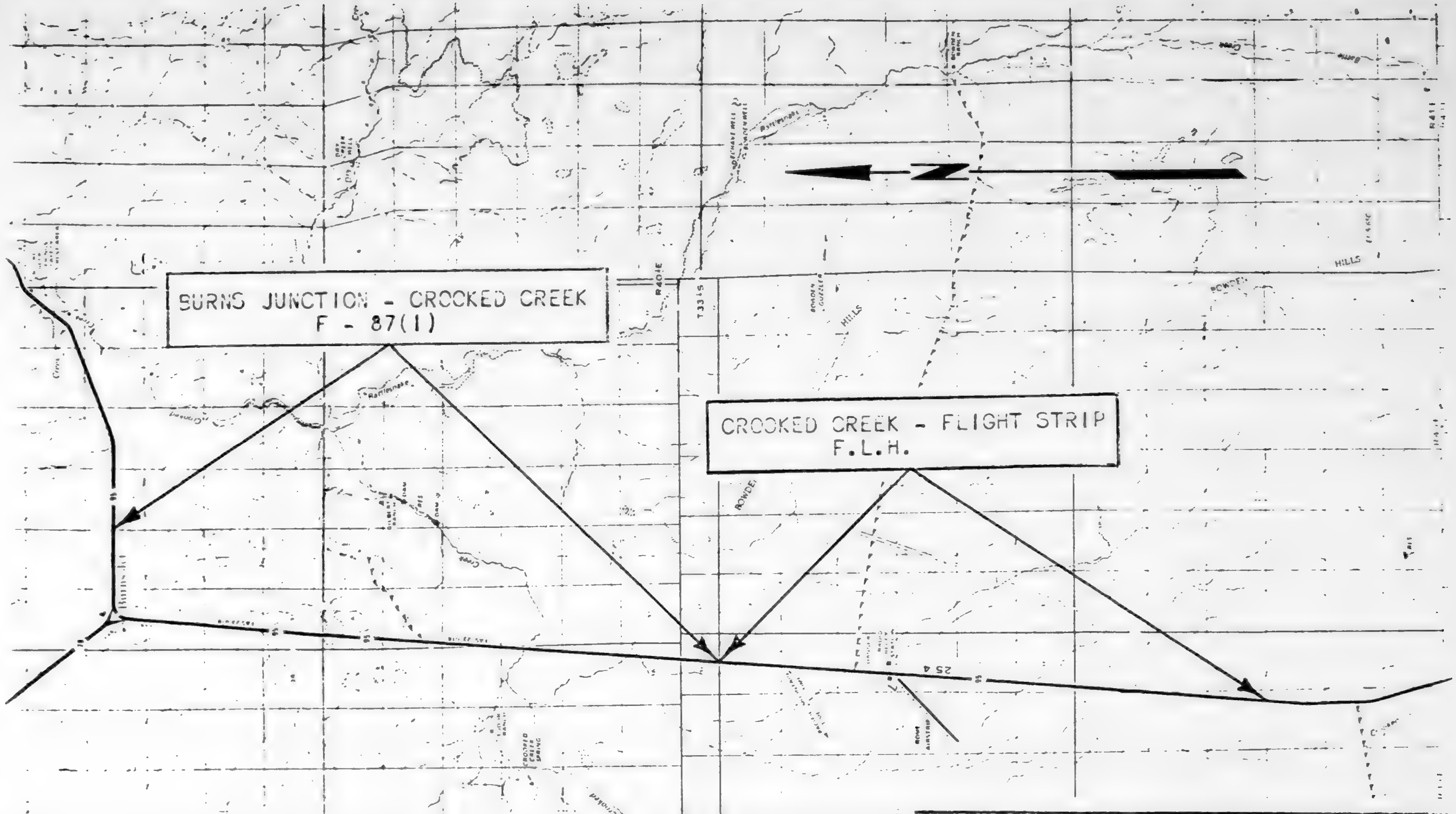
bcc: F. B. Klaboe
E. S. Hunter
D. H. Moehring
Gary Potter
F. E. Terpin

STATE OF OREGON
DEPARTM NT OF TRANSPORTATION
OFFICE OF TECHNICAL SERVICES
ENGINEERING SECTION
LOCATION UNIT

SKETCH MAP

OPOSED FEDERAL LANDS HIGHWAY PROJECT
BEEDE RESERVOIR-DRINKWATER PASS
CENTRAL OREGON HIGHWAY
HARNEY COUNTY
ile: 1" = 2 mi. August 1980


PINE CREEK RD. -BEEDE RES.
F - F.L.H. -4(9)
PROPOSED PROJECT
F - F.L.H. -4( )
DREWSEY
Antelope
Flats
Stinkingwater
Pass
Buchanan
Crowcamp
Coleman
Mountain
Hills
20
N


BURNS JUNCTION - CROOKED CREEK
F - 87(1)
CROOKED CREEK - FLIGHT STRIP
F.L.H.
N
25.4
95
T33S
R40E
R41E
HILLS
BOWDEN
BOWDEN GULCH
Burns Jct
Crooked Creek
Rattlesnake
Canyon
Creek
Crooked Creek Spring
Airstrip
Wildcat No. 1 Well

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
OFFICE OF TECHNICAL SERVICES
ENGINEERING SECTION
LOCATION UNIT

SKETCH MAP

PROPOSED FEDERAL LANDS HIGHWAY PROJE
CROOKED CREEK - FLIGHT STRIP
I.O.N. HIGHWAY
MALHEUR COUNTY

9628

STATE OF ORE N
HIGHWAY DIVISION

INTER FICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: July 12, 1979

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Crooked Creek (MP 75.7) Flight Strip (Rome) (MP 85.5) Section
Idaho/Oregon/Nevada Highway, FAS 456
Malheur County

The subject project is not included in the 6-year Program. The beginning of the project is at the south end of the Burns Junction-Crooked Creek project and ends approximately 6 miles south of Rome Flight Strip, a distance of 9.8 miles.

State funds are needed to prepare a "shelf job" for future construction with FLH funds which are fully committed at this time.

I recommend your approval and request you authorize this P.E. project under delegated authority.

perhaps 15-20 thousand

7-13-79 [illegible]

APPROVED BY:

H S Coulter
State Highway Engineer

Date 7/13/79

RECEIVED
STATE HWY ENGR
JUL 17'79
REFER TO
FOR

Info	Inves.	3/0	D/R	Sgn	Act	File

GEZ:fkc

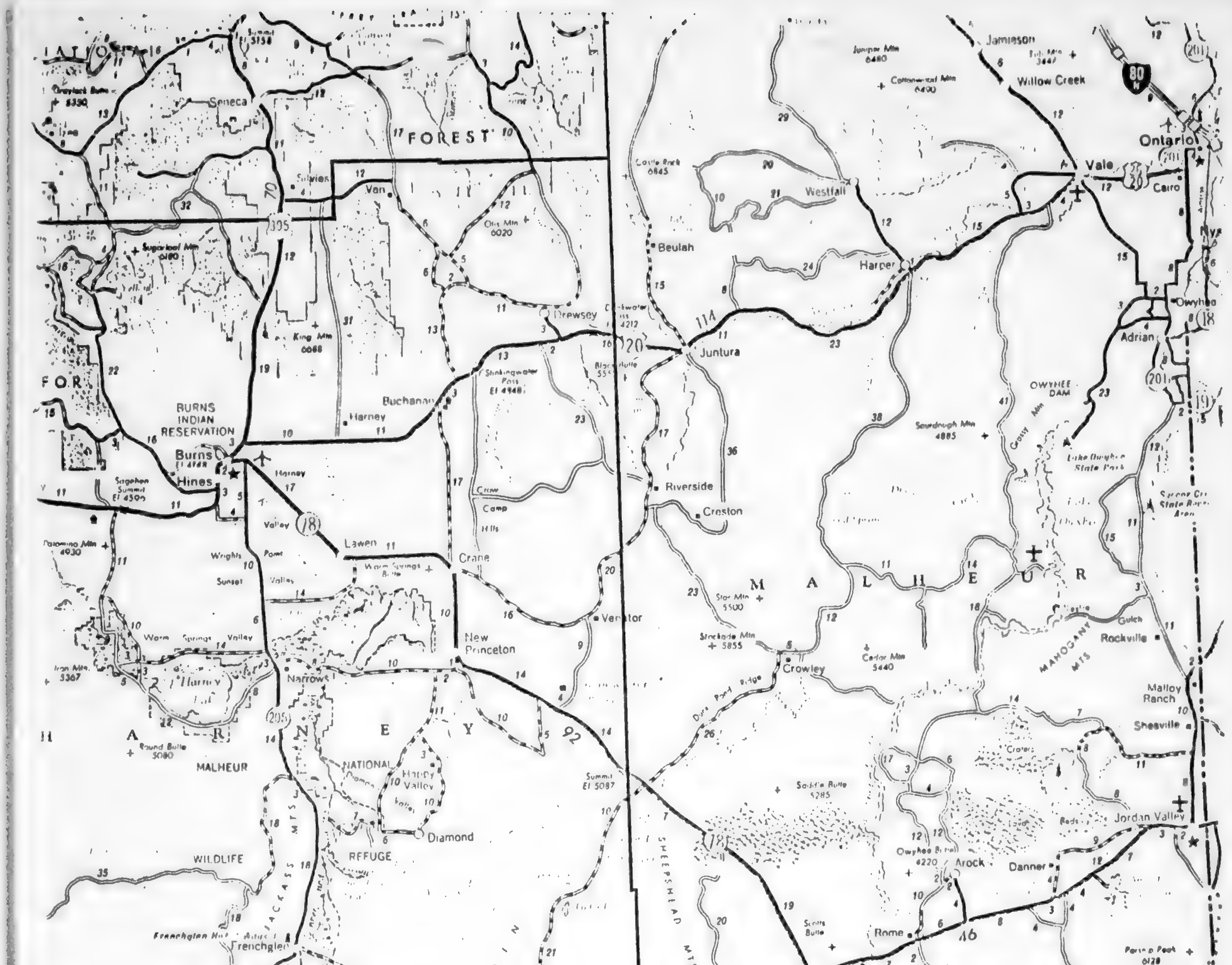
D. E. Swan: Please Update PMS

cc w/attachment:

- F. B. Klaboe
- ✓ L. W. Rulien
- E. S. Hunter
- D. H. Moehring
- C. T. Keasey
- R. L. Schroeder
- G. Bell
- J. H. Versteeg
- F. E. Terpin
- W. E. Schwartz
- D. O. Christensen
- J. Sullivan
- F. W. Yarbrough
- P. Lewellyn

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JUL 13 1979
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

1-125-1387


BEGIN PROJECT
END PROJECT
Seneca
FOREST
Silvies
Van
Otis Mtn 6020
Drewsey
Juntura
Beulah
Westfall
Harper
Vale
Ontario
Cairo
Nyssa
Owyhee
Adrian
Jamieson
Willow Creek
Castle Rock 6845
Sugarloaf Mtn
King Mtn 6068
BURNS INDIAN RESERVATION
Burns
Hines
Harney
Buchanan
Stinkingwater Pass El 4848
Riverside
Crowley
Croston
Lawen
Crane
Venator
New Princeton
Wrights Point
Valley
Sunset
Warm Springs Valley
Narrows
Harney Lake
Iron Mtn 5367
Round Butte 5080
MALHEUR
NATIONAL
Happy Valley
Diamond
WILDLIFE
REFUGE
Frenchglen
Roaring Springs Ranch
Catlow Valley
Alvord Desert
Andrews
Whitehorse Ranch
Basque Station
Fields
TROUT CREEK MTS
McDermitt
Denio
Burns Jct.
Rome
Arock
Danner
Jordan Valley
Sheaville
Rockville
Malloy Ranch
Three Forks
Owyhee Butte 4220
Saddle Butte 5285
Star Mtn 5500
Stockade Mtn 5855
Cedar Mtn 5440
Sourdough Mtn 4885
OWYHEE DAM
Lake Owyhee State Park
Grassy Mtn 5445
Sacramento Hill 5393
Blue Mtn 7420
Blue Mtn Pass El 5293
Beatys Butte 7916
Summit El 5087
M A L H E U R
H A R N E Y
STEENS MOUNTAIN
SHEEPSHEAD MTS
JACKASS MTS
MAHOGANY MTS
Sagehen Summit El 4590
Palomino Mtn 4930
395
20
78
95
205
80N
201
26
Craters
Juniper Mtn 6480
Cottonwood Mtn 6400

"456

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

February 7, 1975

FROM: Dale D. Allen Dale D Allen
Regional Construction Engineer

SUBJECT: Burns Junction-Flight Strip Section
Federal Aid Safety Overlay
I.O.N. Highway #456
MP 66.4-76.3 Malheur Co.

TO: J. H. Versteeg
Road Design Engineer

SALEM

Attached is the information requested on the above section. It is our understanding that this section is being considered for a Federal Aid safety overlay and the attached report was prepared to identify possible safety features that need to be upgraded.

This 10-mile project is part of a 20-mile section that Region 5 has identified as being our Number 2 priority for widening and overlay. Several reports and recommendations have been furnished to the Maintenance Engineer's Office in the past pointing out the frequency of fatal accidents on this section because of the narrow width (20 to 22 feet) and the abrupt dropoff into the ditch. In almost all cases the accidents were single vehicle accidents in which the driver got one wheel into the gravel shoulder and lost control. It should easily qualify as a safety project, primarily because of the added width provided by paved shoulders. At the present time maintenance crews are working on building shoulders from the existing rock cuts between MP 73 (Crooked Creek) and MP 86.5 (beginning of 32-foot section). It is the district engineer's plan to complete the shoulder construction by the spring of this year, dig out the shoulders, and pave with four inches of AC. The project we would propose for the safety overlay would begin in the vicinity of MP 73 and extend north to the Burns Junction (MP 66). The district engineer has advised that the borrow for this area for constructing the shoulders could come from the rock cuts on the section. We would recommend that after the shoulders are constructed from these rock cuts they be cut down approximately six inches, covered with the two inches of leveling material, four inches of AC, and the entire highway covered with an overlay, either modified Class "E" or three inches of AC. The overlay, however, should extend from Burns Junction to MP 86.5. This would cover that section of the highway in which the shoulders are paved by maintenance forces.

If funds are not available, the overlay could terminate near the flight strip.

The Region Geologist will submit a prospective material source for the crushed aggregate.

DDA:je
Attachments

1 Versteeg ✓
2

cc: C. K. Ansell
B. N. Hatcher

NOTED
F. ERIKSEN

1983 Port of Morrow Intchng. 9629
Sec., Columbia River Hwy.
(Pav., Grad., Struc., Sign) #4

5

June 9, 1988

AGR

Morrow County Court
PO Box 338
South Court
Heppner, OR 97836

Attention: Barbara Bloodsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 7788

Attached for your records is a fully executed copy of a supplemental agreement that allows the County to connect a road into the Port of Morrow Interchange on the Columbia River Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Fran Neavoll
COMMISSION SERVICES

rgb

Att.

bc: Ed Marges (Agree. Att.)

March 24, 1988

CERTIFIED MAIL LEG

Bob Miller, Manager
Port of Morrow
P. O. Box 200
Boardman, OR 97818

Utilization of The Southwest Quarter
of the Northeast Quarter of Section 10
By The Port of Morrow

This is to advise you that the Highway Division retains mineral rights, including the right to remove gravel, from the property set forth in the caption.

We have been advised that the Port of Morrow is developing the west one-half of this 40-acre tract and intends to construct buildings thereon. The construction of buildings on this property would eliminate the ability of the Highway Division to utilize it as a material source and we would respectfully suggest that you contact us as quickly as possible so that we may get this matter resolved.

Sam Tucker has been in contact with the Attorney General's Office and he is being furnished, under separate cover, all the necessary documents relating to the mineral interests that the Highway Division has in the property described above.

As you will note when you discuss this matter with Mr. Tucker, the Port of Morrow was aware that the Highway Division had mineral interests in this property and, in fact, under two separate releases had released adjacent property from the mineral rights and retained the mineral rights in the 40 acres that is the subject of this letter.

Donald E. Forbes, P.E.
State Highway Engineer

bc: Jack Sollis
Steve Green
Bob Hector

JS:cm

October 6, 1986

CON 5 - 9629

Safeco Insurance Co. of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

On February 10, 1986, we wrote to you concerning release of final payment on Contract No. 9629 awarded to Ross Bros. Construction Inc. for work on the Port of Morrow Interchange Section of the Columbia River Highway in Morrow County.

Final payment on this contract is $9,946.69 and the total contract amount is $1,497,851.61 including $74,309.10 for work performed under force account.

George Bell
Assistant Director

slp
cc: Ross Bros. Construction Inc.
3501 Brooklake Rd., N.
Salem, OR 97303

bc: C. O. Fredrickson
Walt Hart
Robert Hector

REPORT OF SETTLEMENT OR DISPOSITION
CASES OTHER THAN CONDEMNATION

L- 8598

R-

Reported to Commission: July 1986

Name of Case: UMATILLA READY-MIX v. STATE, et al

Cause of Action: Inverse Condemnation County: MORROW

Demands of Plaintiff: $100,000.

Settlement: Order of Dismissal

REMARKS:

Case settled and disposed of by an agreement wherein Morrow County "re-dedicated" a road that had been previously "undedicated" with provisions that were agreeable with Umatilla Ready-Mix.

Signature of Attorney

John R. McCulloch Jr

Concurrence of Chief Counsel

cc: John McCulloch
[redacted]
[redacted]
~~Marilyn Monagh~~

jc   cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 6	COUNTY Morrow	DIVISION Oregon
DATE OF REPORT 4/21/86	REPORT MADE BY D. B. Carter, Area Engineer DBC		PROJECT NO. IR-84-5(3)164
COMPLETION DATE (Actual) May 24, 1984	ACCEPTANCE DATE BY CONRTACT AGENCY October 14, 1985	TIME ELAPSED $\frac{371}{375}$ = 99 %	CONTRACT TIME 375 Calendar Days

LOCATION

Approximately 1.8 miles east of Boardman on I-84, Columbia River Highway

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

PORT OF MORROW INTERCHANGE SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, Structures & Signing

This project provided for the construction of a diamond interchange to provide for additional access to the Boardman area.

The final cost of the original contract bid items was $1,402,446.87, or a 3.5 percent overrun of the contract bid amount of $1,355,497.50. The final cost of the project including all engineering and changes was $1,681,778.75.

All participating work has been completed. All signing and striping is complete.

A final inspection of the completed work was made on July 18, 1984.

- DBC -

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
APR 25 '86
REFER TO Fredrickson
FOR

5/1

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE Christianson	
TITLE Area Engineer	DATE 4/22/86	TITLE Field Operations Engineer	DATE 4/23/86

FORM FHWA 1446B (Rev. 2-84)   PREVIOUS EDITIONS MAY BE USED.

February 10, 1986

CON 5
#9629

Safeco Insurance Co. of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Contract No. 9629, awarded to Ross Bros. Construction, Inc. for work on the Port of Morrow Interchange Section of the Columbia River Highway in Morrow County was completed on April 23, 1985, and accepted by the State Highway Division on January 31, 1986.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before February 18, 1986.

You have been previously notified of a claim filed against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Ross Bros. Construction, Inc.
3501 Brooklake Road N.
Salem, OR 97303

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog (Attn: Frank Griffin)
R. D. Hector

9627

XC

KOTTKAMP & O'ROURKE
ATTORNEYS AT LAW
331 S. E. 2ND STREET
P. O. BOX 490
PENDLETON, OREGON 97801

JOHN H. KOTTKAMP
ROBERT E. O'ROURKE
STEPHEN M. BLOOM

TELEPHONE
AREA CODE 503
276-2141

January 13, 1986

Morrow County Trial Court Clerk
P. O. Box 609
Heppner, Oregon 97836

Re: Umatilla Ready-Mix v.
State of Oregon
Case No. 7651

Dear Clerk:

Enclosed please find a Stipulated Motion and proposed Order of Dismissal that we would request be presented to the appropriate Judge for his review and signature.

Please fill out the enclosed post card indicating the date the Order was signed.

COPY

Sincerely,

KOTTKAMP & O'ROURKE

By: Stephen M. Bloom

SMB:ch
Encl.

cc: Mr. Robert Peterson
Assistant Attorney General
100 Justice Building
Salem, Oregon 97310

Mr. Michael Oths
Attorney at Law
P. O. Box 509
Heppner, Oregon 97836

RECEIVED

LEGAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

COPY

IN THE CIRCUIT COURT OF THE STATE OF OREGON
FOR MORROW COUNTY

UMATILLA READY-MIX, an Oregon Corporation,
PLAINTIFF,
v.
THE STATE OF OREGON, by and through its Department of Transportation, Division of Highways; and MORROW COUNTY,
DEFENDANTS.

STIPULATED MOTION AND ORDER FOR DISMISSAL

Case # 7651

Come now the parties and move that this action be dismissed with prejudice by virtue of the fact that the parties have reached a settlement.

Stephen M. Bloom
Attorney for Plaintiff

Robert E. Petersen
Attorney for Defendant
State of Oregon

Michael J. Oths
Attorney for Defendant
Morrow County

ORDER

On the motion of the parties, the above action is hereby dismissed with prejudice. SO ORDERED this______day of__________________,1986.

____
Circuit Judge

State of Oregon
County of Umatilla } ss

I hereby certify that the foregoing is a true and correct copy of the original.

____
of Attorneys for Plaintiff

Michael J. Oths
Morrow County Counsel
P. O. Box 509
Heppner, Oregon 97836
Ph. (503) 676-9061

RECEIVED
[illegible]
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9629 5

John R. McCulloch, Jr.
Chief Trial Counsel

January 10, 1986

Robert A. Petersen
Assistant Attorney General

Umatilla Ready-Mix v. State of Oregon, et al.
Morrow County Circuit Court No. 7561
File No. 734-970-L8598

CLOSING REPORT

The above-entitled matter was settled and disposed of by virtue of an agreement wherein Morrow County "re-dedicated" a road that had been previously "undedicated" with provisions that were agreeable with Umatilla Ready-Mix and the Tatones. A motion and order of dismissal with prejudice and without costs has been forwarded to the court.

md

cc: Dave Frohnmayer
William F. Gary
Bruce Boyd

91-1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: January 9, 1986

In Reply Refer to
File No.:
CON 5

TO: Oregon Transportation Commission

FROM: for Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Port of Morrow Interchange Section
Columbia River Highway, Morrow County
Contract No. 9629

This federal-aid project has been completed and the final accounting reveals an overrun of authorization by $103,000 or 6.5 percent. The major work items causing the overrun are watering, irrigation line adjustment, access road construction and engineering.

The estimated quantity of watering was inadequate to provide dust control and obtain compaction of the subgrade, which was fine sand. This item overran by more than $59,000.

Adjustment of an existing irrigation line was estimated to cost $40,000 based on limited information. The actual cost was nearly $68,000 for an overrun of approximately $28,000.

The need for an access road to a parcel of land isolated by the construction project was not readily apparent during the location phase of the project. The cost of this unanticipated work cost just over $20,000.

The project engineering exceeded the amount anticipated by nearly $68,000. The adjustment of the irrigation line by force account and the construction of the access road both required a high proportion of engineering funds. Also, the manner in which the Cement Treated Base material was placed necessitated a considerable amount of overtime.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $103,000 to a new total of $1,681,822.19. This matter will be on the consent calendar for the January 21 meeting.

LR:HHP:mk

cc: Fred Miller
V. E. Skoog
R. W. Gormsen
R. D. Hector
C. O. Fredrickson
George Bell

Form 734-3122

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: January 9, 1986

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

NOTED
W. E. SCHWARTZ

SUBJECT:
Request for Increase in Project Authorization
Port of Morrow Interchange Section
Columbia River Highway, Morrow County
Contract No. 9629

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The project engineering exceeded the amount anticipated by nearly $68,000. The adjustment of the irrigation line by force account and the construction of the access road both required a high proportion of engineering funds. Also, the manner in which the Cement Treated Base material was placed necessitated a considerable amount of overtime.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $103,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector
M. J. Gardner
B. M. Walton
D. L. Trout

9629

KOTTKAMP & O'ROURKE
ATTORNEYS AT LAW
331 S. E. 2ND STREET
P. O. BOX 490
PENDLETON, OREGON 97801

JOHN H. KOTTKAMP
ROBERT E. O'ROURKE
STEPHEN M. BLOOM

TELEPHONE
AREA CODE 503
276-2141

January 7, 1986

Mr. Robert Peterson
Attorney at Law
100 Justice Building
Salem, Oregon 97310

Mr. Michael Oths
Attorney at Law
P. O. Box 509
Heppner, Oregon 97836

Re: Umatilla Ready-Mix v.
State of Oregon, et al
Morrow County No. 7561

Gentlemen:

This letter will confirm my telephone conversation with Mike Oths on January 7, 1986. Mike and I discussed the fact that his letter to me of December 19, 1985, wherein he enclosed a copy of the deed from the Tatones and the County's dedication of the road as a county road, has satisfied my client, Umatilla Ready-Mix, and the case can now be dismissed.

I have asked Mike to prepare a stipulated order of dismissal and send it both to Bob and myself for signing.

Mike indicated that he will be leaving the Morrow County Counsel's office within a week so I would request that he sign it first, send it to Bob, who in turn will send it to me and I will send it to the Morrow County Circuit Court Judge for signature and filing.

I would like to thank both of you for your assistance in resolving this matter satisfactorily to all clients.

Sincerely,

KOTTKAMP & O'ROURKE

By:

SMB:ch

RECEIVED

TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9629   1725

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR MORROW COUNTY

UMATILLA READY-MIX, an Oregon corporation,)
)
Plaintiff,)
)
vs.)
)
THE STATE OF OREGON, by and through its Department of Transportation, Division of Highways, and MORROW COUNTY,)
)
Defendants.)

No. 7651

ORDER

THIS MATTER having come before this court on Plaintiff's Motion for Extension of Time within which to prosecute this case; and the court being advised in the premises;

NOW, THEREFORE, IT IS HEREBY ORDERED that Plaintiff's Motion is allowed and Plaintiff shall be given an additional 90 days, until November 12, 1985, within which to complete prosecution of this case.

IT IS FURTHER ORDERED that if Plaintiff cannot complete the prosecution of this case within the aforesaid 90 day period, the court will entertain an additional Motion for extension of time in this matter.

DATED this _____ day of _______________, 1985.

____
Circuit Judge

Submitted by

Stephen M. Bloom
____
Stephen M. Bloom
OSB No. 77118

State of Oregon }
County of Umatilla } ss
I hereby certify that the foregoing is a true and correct copy of the original.
____
of Attorneys for Plaintiff

KOTTKAMP & O'ROURKE
ATTORNEYS AT LAW
331 S.E. 2ND - P.O. BOX 490
PENDLETON, OREGON 97801
TELEPHONE (503) 276-2141

[illegible]

IN THE COUNTY COURT OF THE STATE OF OREGON

FOR MORROW COUNTY

In the Matter of Dedication of a County Road	)	ORDER

This matter having come before the Court Court at its regularly-scheduled meeting of ____________________, amd a quorum having been present, the County Court does hereby make the following findings, and does issue the following ORDER:

1) That the County has previously accepted from Joseph M. Tatone and Alice M. Tatone a parcel of real property, which was accepted and given for roadway purposes (a copy of which deed is attached hereto as Exhibit "A");

2) That dedication of the property shown in Exhibit "A" will materially aid the County in resolving a legal dispute among itself, Umatilla Raedy-Mix and the State of Oregon, the subject of which is roadway access;

3) That dedication of property as a county road is properly a matter of county concern, pursuant to ORS 368.016;

4) That acquisition and initiation of the subject property as a county road is done on the Court's own motion, pursuant to ORS 368.073(1) and ORS 368.096(1)(a);

5) That the subject property has been properly surveyed and monumented by David Krumbein, County Surveyor, and that proper record has been made inthe Surveyor's Office, pursuant to ORS 368.106;

6) That the subject property properly complies with the standards and specifications of the Department of Transportation for road construction, as required by ORS 368.036;

7) That the County Clerk is hereby requested to record this dedication in the deed records of Morrow County, pursuant to ORS 368.106

THEREFORE, it is hereby ORDERED that the road described by the attached Exhibit "A" is hereby dedicated as a County Road of Morrow County and shall be officially included in the road system of Morrow County. Said road shall be immediately considered open, and shall be subject to maintenance as a County road from this day forward.

SO ORDERED THIS 23 DAY OF December, 1985.

ATTEST:

Barbara Bloodsworth
County Clerk

County Judge

County Commissioner

STATUTORY BARGAIN AND SALE DEED

JOSEPH M. TATONE and ALICE M. TATONE, husband and wife, Grantor, conveys to MORROW COUNTY, a political subdivision of the State of Oregon, Grantee, the following described real property:

See attached Exhibit "A", expressly
incorporated herein by reference, and
consisting of a legal description and map.

The true and actual consideration for this conveyance is Grantee's promise to dedicate the above-described real property as a Morrow County road. In the event that the County should abandon the use of the roadway described above, or in the event that the County should vacate the roadway, the property shall revert to the Grantor, their heirs, assigns and transferees. Further~~, in the event that Grantee should temporarily close the roadway to the public, the Grantor and their heirs, assigns and/or transferees shall have a right of access to and across the above-described property.~~

Tax considerations are inapplicable, as this property is being conveyed for roadway purposes.

DONE AND DATED THIS 15th DAY OF December, 1985.

Sworn and subscribed before me this 18th day of December, 1985, by the alongside-named JOSEPH M. TATONE and ALICE M. TATONE, who did acknowledge this to be their voluntary act and deed.

Joseph M. Tatone
JOSEPH M. TATONE

Alice M. Tatone
ALICE M. TATONE

Patricia L. McClintock
Notary Public of Oregon
My commission expires: 11-18-88

ACCEPTANCE

Under the authority of ORS 368.096, and because it is in the public interest to do so, the County of Morrow, by and through its duly-elected County Court does hereby accept the foregoing STATUTORY BARGAIN AND SALE DEED, as being in the public interest and in the best interest of Morrow County.

SO ACCEPTED THIS 23d DAY OF December, 1985.

ATTEST:

Donald C. McElligott
County Judge

County Commissioner

County Commissioner

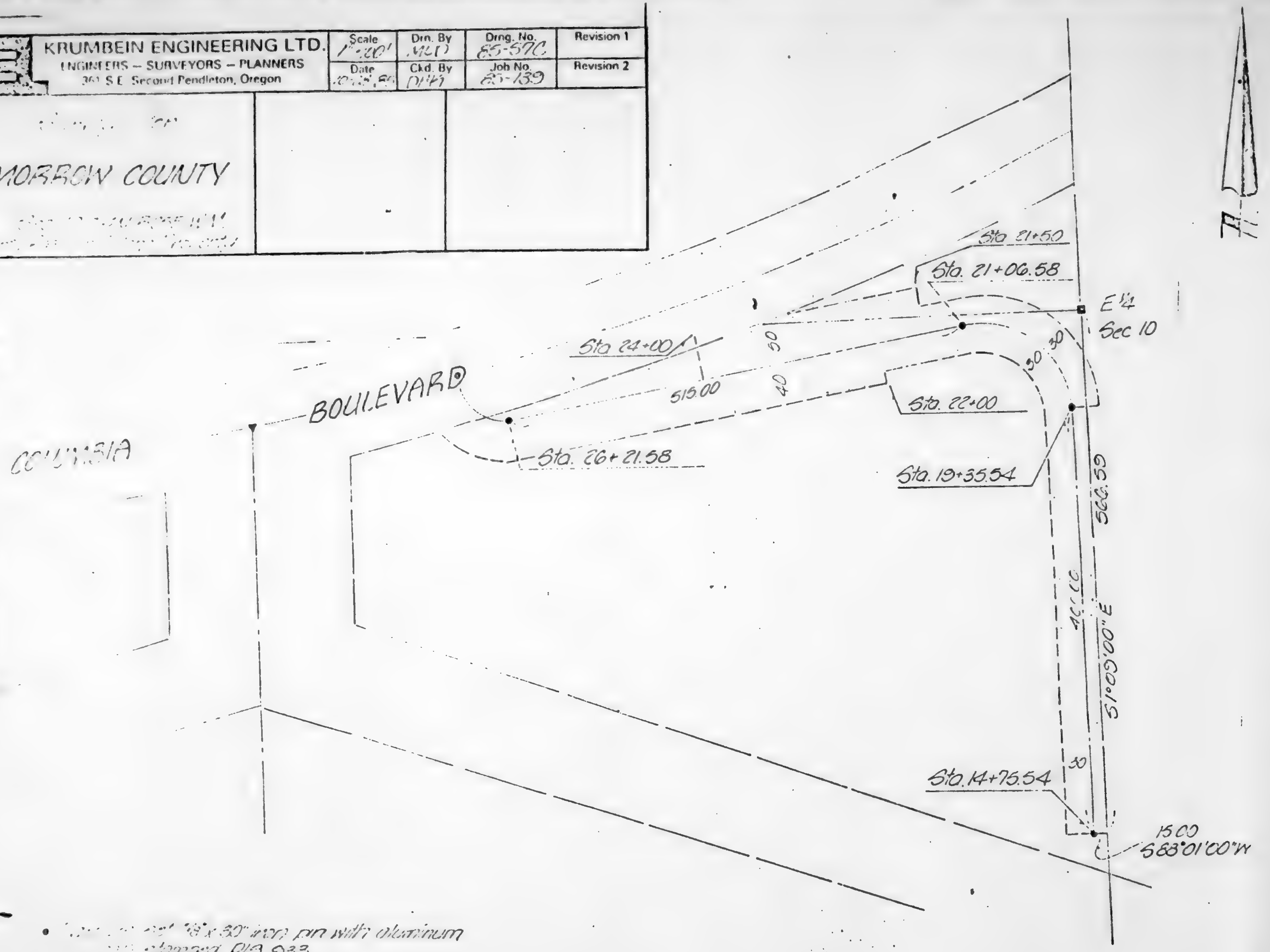
Barbara Bloodsworth
County Clerk

KRUMBEIN ENGINEERING LTD. ENGINEERS – SURVEYORS – PLANNERS 361 S.E. Second Pendleton, Oregon	Scale 1"=200'	Drn. By MLD	Drng. No. 85-57C	Revision 1
	Date [illegible]	Ckd. By DHK	Job No. 85-139	Revision 2

[illegible]

MORROW COUNTY

[illegible]



N
E¼
Sec 10
Sta. 21+50
Sta. 21+06.58
Sta. 24+00
Sta. 22+00
Sta. 19+35.54
Sta. 26+21.58
Sta. 14+75.54
50
40
30
30
30
515.00
566.59
S1°09'00"E
15.00
S88°01'00"W
BOULEVARD
COLUMBIA

- ● [illegible] set 5/8"x30" iron pin with aluminum [illegible] stamped PLS 933
- □ [illegible] aluminum cap
- ▼ [illegible] 5/8" iron pin

EXHIBIT "A" p.1

A strip of land, variable in width, in Section 10, Township 4 North, Range 25 East, W.M., County of Morrow, State of Oregon and being more particularly described as follows:

Commencing at the East quarter corner of said section 10; thence South 1°09'00" East along the East line of said Section 10 a distance of 566.59 feet; thence South 88°01'00" West 15.00 feet to Station 14+75.54 feet and the true point of beginning for this description; Thense North 1°09'00" West 460.00 feet to Station 19+35.54 and point of curvature; thence along the arc of a 100.00 foot radius curve to the left (through a central angle of 98°00'00") a distance of 171.04 feet to Station 21+06.58 and point of tangency; thence South 80°01'00" West 515.00 feet to Station 26+21.58 and point of curvature; thence along the arc of a 50.00 foot radius curve to the right (through a central angle of 78°03'00") a distance of 68.11 feet to Station 26+89.69 and point of tangency; thence North 21°56'00" West to the centerline of Columbia Boulevard.

The widths in feet of the strip of land above referred to are as follows:

STATION	TO	STATION	WIDTH ON LEFT SIDE OF CENTER LINE
14+75.54		22+00.00	30.00
22+00.00		Columbia Blvd.	45.00
			WIDTH ON RIGHT SIDE OF CENTER LINE
14+75.54		19+35.54	15.00
19+35.54		21+50.00	30.00
21+50.00		24+00.00	50.00
24+00.00		Projected N. 1°09'00" West to Columbia Blvd.	

STATE OF OREGON } ss. 133913
County of Morrow }
Indexed

I hereby certify that the within instrument was received for record.

on 12-24-85 at 10:53 AM

and assigned MF 26025

in the Microfilm Records of said county

Witness My Hand and Seal of County Affixed

Barbara Bloodsworth
County Clerk

By
Deputy

CL 1985-0227

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 09 1985
BARBARA ROBERTS
SECRETARY OF STATE

December 9, 1985

In Reply Refer To CON 5
File No.: #9629

Columbia Basin Steel & Iron, Inc.
P. O. Box 823
Pasco, WA 99301

Attn: Thomas L. DeFever, General Manager

This will acknowledge your letter dated November 20, 1985, filing a claim against the following Highway Division Contract:

FILED BY:	Columbia Basin Steel & Iron, Inc.
AMOUNT:	$2,355.15
FOR:	Labor and material
AGAINST (Prime contractor):	Ross Bros. Construction, Inc.
CONTRACT NO.:	9629
PROJECT:	Port of Morrow Interchange, Columbia River Highway, Morrow County
SURETY:	Safeco Insurance Co. of America
AGENT:	KL & K Associates, Inc.

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

KL & K Associates, Inc.
P. O. Box 06030
Portland, OR 97206

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

RECEIVED
DEC 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
2-18-86 cc

FKN:mab

731-0146 (6-85)

REINFORCING STEEL — WIRE MESH

COLUMBIA BASIN STEEL & IRON, INC.
C-B-S & I
POST OFFICE BOX 823 • PASCO, WASHINGTON 99301
AREA CODE 509
PHONE 547-2471

November 20, 1985

Robert Gormsen
Oregon Dept. of Transportation
Transportation Bldg. Room 121
Salem, OR 97310

Re: Port of Morrow I/C
Contract No. 9629

Dear Sir:

Per our telecon this date you requested that our firm submit the following information. In short, our firm was a subcontractor to Ross Bros. furnishing and installing reinforcing steel on the above referenced project and to date we have not received retainage withheld in the amount of $2,355.15.

We would appreciate your assistance in this matter.

Sincerely,

COLUMBIA BASIN STEEL & IRON, INC.

Thomas L. DeFever/cmc

Thomas L. DeFever
General Manager

TLD/cmc

RECEIVED
NOV [illegible] 1985
[illegible] SERVICES
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION

In Reply Refer to
File No.:

P.O. Box 831
Hermiston, Ore. 97838
October 15, 1985

Morrow County Court:

I have been requested to comment on the adequacy of the road which the State Highway Division constructed on property that Mr. Joe Tatone, of Boardman, Oregon, now owns. The road connects property which belongs to Umatilla Ready-Mix Interchange to Columbia Avenue, near the Port-of-Morrow Interchange of I-84. In my opinion, the road is clearly adequate to allow Morrow County to dedicate it as a county road.

First, it must be clearly understood that the requirements for a county road can vary greatly, depending on the intended use of a county road. A rudimentary road may be sufficient for an isolated road that connects two farm roads, while a sophisticated road might be necessary in a highly developed area. In this particular instance, the requirements are for a road which provides access to Columbia Avenue from the Ready-Mix property, in a basically undeveloped area. Based on my understanding of the property's current use, the road that we constructed is more than adequate.

When this subject was brought back to my attention several weeks ago, I took the opportunity to re-inspect the road, and that inspection reaffirmed my belief in the adequacy of the road. In fact, the quality of the road is comparable to that of a frontage road that we are presently constructing. This frontage road will have much greater requirements than are necessary for this road across Mr. Tatone's property.

I have been asked to focus specifically on two aspects of the road's construction: the angle of its approach to Columbia Avenue, and the adequacy of the culvert which runs underneath. Following my inspection, I find that the approach angle is sufficient for present use, and the culvert is adequate to carry any anticipated runoff.

In conclusion, it is my opinion that there is no reason that Morrow County could not dedicate this road as a county road. While future development of the affected properties might someday call for road improvement, the current uses of the property would be well served by the existing road.

Sincerely,

Michael J. Gardner

Michael J. Gardner
Project Manager

MJG:dlc
CC: Region
Bob Peterson Asst. Attorney Gen. ✓

COUNTY COUNSEL

P. O. Box 509 -:- Heppner, Oregon 97836
(503) 676-9061

MICHAEL J. OTHS

PROJECT MANAGER
RECEIVED
OCT 8 1985
REFER TO:
FOR: INFO_____ FILE _____
ACTION_____ DATE _____

October 7, 1985

MR. MIKE GARDNER
Oregon Department of Transportation
Highway Division
PO Box 831
Hermiston, OR 97838

Re: Tatone/Ready-Mix Road

Dear Mike:

I am writing to follow up our conversation of today regarding the Tatone/Ready-Mix Road. Thank you again for calling me back.

As we discussed, the County would like to have a letter from you indicating your opinion of the quality of the road in question. As I understand that you were very instrumental in its construction, it is logical that you offer the opinion.

In accordance with our conversation, I have drafted a letter that I believe summarizes the opinion that you gave me over the phone. By all means, if it does not correctly state your views, please let me know.

I am sending a copy of the draft letter to Bob Hector in La Grande, and Bob Petersen in Salem, as we discussed. They should certainly give you the okay before you sign it, but I have sent it along to them to help expedite this process. As you may know, we are running perilously close to some time deadlines in our lawsuit, so quick action is necessary in this matter.

Thank you for your help in this matter. Please let me know at your earliest convenience if my draft is satisfactory.

Sincerely,

Michael J. Oths
Morrow County Counsel

cc: Bob Hector
Bob Petersen

DRAFT LETTER
FROM: Mike Gardner
TO: Morrow County Court

I have been requested to comment on the adequacy of the road which was constructed by the State Highway Division on property owned by Mr. Joe Tatone, of Boardman. The road connects property belonging to Umatilla Ready-Mix to Columbia Avenue, near the Port-of-Morrow Interchange of I-84. In my opinion, the road is clearly adequate to allow Morrow County to dedicate it as a county road.

To begin with, it must be clearly understood that the requirements for a county road can vary greatly, depending on the intended use of a county road. A rudimentary road may be sufficient for an isolated road connecting two farm roads, while a sophisticated road might be necessary in a highly developed area. In this instance, the requirements are for a road which would provide access to Columbia Avenue from the Ready-Mix property, in a basically undeveloped area. As I understand the current use of the property, the road that we constructed is more than adequate.

When this subject was brought back to my attention several weeks ago, I took the opportunity to re-inspect the road, and that inspection reaffirmed my belief in the sufficiency of the road. In fact, the quality of the road is comparable to that of a frontage road that we recently built—one that has much greater requirements than are necessary for this road.

I have been asked to specifically focus on two aspects of the road's construction, the angle of its approach to Columbia Avenue and the sufficiency of the culvert which runs underneath. There is no problem with the culvert, and again the angle of approach is sufficient for the type of road that we are discussing.

To conclude, it is my opinion that there is no reason that Morrow County could not dedicate this road as a county road. While future development of the affected properties might someday call for road improvement, the current uses of the property would be well-served by the existing road.

Sincerely,

Mike Gardner
(title)
ODOT
State Higway Division

PROJECT MANAGER
RECEIVED
OCT 8 1985
REFER TO:
FOR: INFO____ FILE ____
ACTION____ DATE ____

Michael J. Oths
Morrow County Counsel
P. O. Box 509
Heppner, Oregon 97836
Ph. (503) 676-9061

9629

KOTTKAMP & O'ROURKE
ATTORNEYS AT LAW
331 S. E. 2ND STREET
P. O. BOX 490
PENDLETON, OREGON 97801

JOHN H. KOTTKAMP
ROBERT E. O'ROURKE
STEPHEN M. BLOOM

TELEPHONE
AREA CODE 503
276-2141

October 1, 1985

Mr. Bob Peterson
Attorney at Law
✓ 100 Justice Building
Salem, Oregon 97310

Mr. Michael Oths
Attorney at Law
P. O. Box 509
Heppner, Oregon 97836

Re: Umatilla Ready-Mix v.
State of Oregon, et al
No. 7561

Gentlemen:

This letter will confirm my telephone conversation with Mike on October 1, 1985.

Apparently, this case can be easily settled if the county can obtain the State's cooperation in writing a letter with regard to a proposed dedication of the subject road.

Mike related to me that the settlement is as follows:

1. If the County will dedicate the road,
2. That Tatones will deed it over to the County for that dedication.

The County is ready to proceed but needs, as a condition precedent to the dedication, a letter from the State which states that there is no reason that the County cannot dedicate the road.

Mike, in an effort to obtain this letter, has called Pete and Harold Branerd. It is my understanding that Branerd is ready to write the letter once he has Pete's approval. The ball now seems to be in Pete's court.

I see no reason why this case cannot be settled by mid-October.

As Mike explained to me, both he and Pete are under the gun with regard to the request for admissions filed on behalf of the plaintiff August 28, 1985. It was brought up to me by my client that the 30 day period within which to respond to that request for admissions has passed. I see no benefit to any of the parties in this case to utilize those requests for admissions if the case can be settled as easily as Mike indicated. However, if the settlement is not reached shortly, I will have no alternative but to follow my client's instructions and to move for summary judgment based on the fact that neither defendant filed an answer to the request for admissions.

I would request that both of you advise me as soon as Pete has given his approval to Branerd for the letter to be written.

Sincerely,

KOTTKAMP & O'ROURKE

By:

SMB:ch

RECEIVED
[illegible]
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9629

9-27-85

RECEIVED

1985

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR MORROW COUNTY

UMATILLA READY-MIX, an Oregon corporation, Plaintiff,	)	No. 7651
vs.	)	REQUEST FOR ADMISSIONS
THE STATE OF OREGON, et al Defendants.	)	

TO: Defendant State of Oregon, by and through its Department of Transportation, Division of Highways, and its Attorney, Bob Peterson, and Defendant Morrow County, and its Attorney, Michael Oths

FAILURE TO SERVE A WRITTEN ANSWER OR OBJECTION WITHIN THE TIME ALLOWED BY ORCP 45(B) WILL RESULT IN THE ADMISSION OF THE FOLLOWNG FACTS:

1. At all material times herein Plaintiff was and is an Oregon corporation.

2. At all material times herein, Plaintiff was and is the owner of the property shown on Exhibit A to Plaintiff's Complaint and Plaintiff has a ready-mix plant on said property.

3. At all material times herein Defendants were the owners and responsible for the care and upkeep of that certain county road, formerly known as Old Highway 30, also known as Old Columbia River Highway, now county road by Resolution No. 427

KOTTKAMP & O'ROURKE
ATTORNEYS AT LAW
331 S. E. 2ND - P. O. BOX 490
PENDLETON, OREGON 97801
TELEPHONE (503) 276-2141

("Columbia River Road").

4. During the construction of the Port of Morrow interchange the State of Oregon blocked Plaintiff's access to its Boardman ready-mix plant.

5. The best and only economically feasible and realistic access to the plant, which Plaintiff has been using for over five years, is through the gate which abutts and adjoins the Columbia River Road.

6. The State conveyed Columbia River Road to the County by deed approximately 15 years ago and it has been on the County Deed Books as a county road ever since.

7. The County, without following the necessary statutory procedures for vacating a county road, reconveyed the road and its access for the Plaintiff back to the State of Oregon.

8. Said acts by the County, referred to in Request No. 7 above, deprived Plaintiff of its access to its property where

its Boardman ready-mix plant is located.

9. The State, in an attempt to give Plaintiff access to its plant did, through the Department of Transportation, Highway Division, built a road to connect Plaintiff's property to the Columbia River Road.

10. The road that the State constructed was negligently built in that it did not meet acceptable road building standards in that it did not have proper grade and curves.

11. The State attempted to transfer this road to Morrow County but the County, because of the negligent way the road was constructed, would not accept it and Plaintiff was deprived of its access.

12. After the State attempted to transfer the road to Morrow County and the County refused to accept the road, Morrow County deeded and transferred the property on which the road was located to Joseph Tatone on or about May 30, 1984.

13. In said transfer to Joseph Tatone, Defendant Morrow County did not follow the necessary and appropriate state and county procedures. This unilateral action by Morrow County again removed Plaintiff's access to its property.

IF YOU FAIL TO ADMIT THE FOREGOING, PLAINTIFF WILL SEEK ALL SANCTIONS, INCLUDING ATTORNEY'S FEES, PROVIDED BY THE OREGON RULES OF CIVIL PROCEDURE.

DATED this 27 day of August, 1985.

KOTTKAMP & O'ROURKE
Attorneys for Plaintiff

By Stephen M. Bloom
Stephen M. Bloom
Of Attorneys for Plaintiff
OSB No. 77118
Trial Attorney

State of Oregon }
County of Umatilla } ss
I hereby certify that the foregoing is a true and correct copy of the original.

of Attorneys for Plaintiff

[illegible]

August 20, 1985

Steven M. Bloom
Attorney at Law
P. O. Box 490
Pendleton, Oregon 97801

Re: Umatilla Ready-Mix v. ODOT
Morrow County Circuit Court No. 7651

Dear Steve:

This will confirm the various phone calls we have had in the past regarding my appearance in this matter.

I have an answer that is essentially a general denial prepared and I would be able to send it in on a few day's notice if this matter is not settled. I would do this to avoid the possibility of a dismissal which would require you to have to refile it.

Please let me know if it is necessary to file an answer, and further, if I can be of any help in the settlement negotiations. It looks to me like the ball is in Oth's corner.

Very truly yours,

Robert A. Petersen
Assistant Attorney General

RAP:md

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State OREGON
MONTHLY TRANSACTION NUMBER 7-14		County MORROW
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	Project Number IR-84-5(3)164
MODIFICATION NUMBER 3		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 8, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,676,252.00	$ 1,685,000.00
Federal funds	$ 1,545,839.00	$ 1,553,906.00
Other revisions		

This modification is made for the following reasons: To include increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of July, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Gen. Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   JUNE 25, 1985

FEDERAL AID PROJECT NO. IR-84-5(3)164

PORT OF MORROW INTERCHANGE
COLUMBIA RIVER HIGHWAY
MORROW COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION INTERCHANGE RAMPS (Sta. "L" 1466+72.15 to Sta. "L" 1513+28.58)

SUBTOTAL as on preious estimate of March 7, 1985		$1,038,141.35
	SUBTOTAL	1,038,141.35
	Engineering	148,748.65
	TOTAL	$1,186,890.00

TYPE CODE X281
STRUCTURE, BR. NOS. 16611 and 16612 (Sta. 149+00)

TOTAL the same as estimate of March 7, 1985 $ 498,110.00

Length of Project ---------------- 0.0 mi.

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Channelization	$1,186,890.00	$1,094,549.00	$ 92,341.00
Structures	498,110.00	459,357.00	38,753.00
TOTAL	$1,685,000.00	$1,553,906.00	$131,094.00

Group 1: 100%
Contract No. 9629
Prefix: C 625-1969
Prefix: C 09629

Appn Code: 044

DDB:pf

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-104	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Morrow
MODIFICATION NUMBER 2		Project Number IR-84-5(3)164

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 8, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,640,000	$ 1,676,252
Federal funds	$ 1,512,408	$ 1,545,839
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of March, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~XX~~ For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 7, 1985

FEDERAL AID PROJECT NO. IR-84-5(3)164

Port of Morrow Interchange
Columbia River Highway
Morrow County

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
Channelization Interchange Ramps (Sta. "L" 1466+72.15 to Sta. "L" 1513+28.58)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Flagmen	$ 15.00	300	$ 4,500.00	821	$ 12,315.00
Construct Loadometer Pit (Delete BI #21) (PA #2)	6,447.00	--	1,400.00	100%	6,447.00
General Excavation (PA #4)	1.00	--	--	2,532.1	2,532.10
Aggregate Base (PA #4)	9.00	--	--	848.7	7,638.30
Slope Protection Material (PA #4)	1.00	--	--	3,250	3,250.00
Clearing and Grubbing (PA #4)	2,000.00	--	--	100%	2,000.00
Subtotals			$ 5,900.00		$ 34,182.40

Increase	$ 28,282.40
Subtotal from Estimate of June 7, 1984	1,009,858.95
Subtotal	$1,038,141.35
Engineering	140,000.65
Total	$1,178,142.00

Type Code X281
Structure, Bridge Nos. 16611 and 16612 (Sta. 149+00)

Total the same as estimate of July 5, 1983 $ 498,110.00

Length of Project ----------------- 0.0 mi.

SUMMARY OF FUNDS (92.22%)

Description	Total Cost	Federal Funds	State Funds
Channelization	$1,178,142.00	$1,086,482.00	$ 91,660.00
Structures	498,110.00	459,357.00	38,753.00
TOTAL	$1,676,252.00	$1,545,839.00	$130,413.00

Group 1: 100%
Contract No. 9629
Prefix: 625-1969
Prefix: 625-1076
Appn Code: 044

WH:me

9629

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-244	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 6-12-84	County Morrow
MODIFICATION NUMBER 1		Project Number IR-84-5(3)164

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on July 8, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,573,820.00	$ ~~1,686,039.00~~ 1,640,000.00
Federal funds	$ 1,451,288.00	$ ~~1,554,865.00~~ 1,512,408.00
Other revisions		

This modification is made for the following reasons: to include increased construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 12th day of June, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Gary A. Potter

Manager, Program Section
(Title)

XXX By For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen. File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 7, 1984

FEDERAL AID PROJECT NO. IR-84-5(3)164

PORT OF MORROW INTERCHANGE
COLUMBIA RIVER HIGHWAY
MORROW COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION, INTERCHANGE RAMPS (STA. "L" 1466+72.15 to STA. "L" 1513+28.58)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Watering	$ 20.00	475	$ 9,500.00	1,025	$ 20,500.00
Treated Base Mixture	8.00	13,500	108,000.00	14,838.34	118,706.72
Adjust 34" Irrigation Line (FA #2)	----	----	----	----	67,520.73
	Subtotals		$117,500.00		$ 206,727.45

Increase	$ 89,227.45
Subtotal from Project Agreement Estimate of July 5,1 983	920,631.50
Subtotal	$1,009,858.95
Engineering	132,031.05
Total	$1,141,890.00

Type Code X281
Structure, Bridge Nos. 16611 and 16612 (Sta. 149+00)

Total the same as Project Agreement Estimate of July 5, 1983	$ 498,110.00
Length of Project	0.00 mi.

SUMMARY OF FUNDS (92.2%)

Description	Total Cost	Federal Funds	State Funds
Channelization	$ 1,141,890.00	$ 1,053,051.00	$ 88,839.00
Structures	498,110.00	459,357.00	38,753.00
Total	$ 1,640,000.00	$ 1,512,408.00	$ 127,592.00

Group 1 100%
Contract No. 9629
Prefix: 625-1969
Prefix: 625-1076
WH:bkb

1627

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-66	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State OREGON County Morrow Project No. IR-84-5(3)164

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 30; 0.9 mi. E. of Boardman

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-6-83	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 1,573,820.00	FEDERAL FUNDS $ 1,451,288.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

BXX FOR: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

DALE E. WILKEN
Division Administrator

Date executed by Division Administrator JUL 8 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 5, 1983

FEDERAL AID PROJECT NO. IR-84-5(3)164

PORT OF MORROW INTERCHANGE
COLUMBIA RIVER HIGHWAY
MORROW COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE Y008
CHANNELIZATION, INTERCHANGE RAMPS (Sta. "L" 1466 + 72.15 to Sta. "L" 1513 + 28.58)

Mobilization	68%	All Required		$ 71,400.00
Temporary Protection and Direction of Traffic		All Required		5,000.00
Temporary Signs	596	Sq. Ft.	11.00	6,556.00
Temporary Barricades	25	Each	95.00	2,375.00
Temporary Concrete Barriers, Reflectorized	4,150	Lin. Ft.	7.00	29,050.00
Temporary Plastic Safety Markers	90	Each	65.00	5,850.00
Sequential Arrow Signs	2	Each	1,500.00	3,000.00
Flagmen	300	Hour	15.00	4,500.00
Clearing and Grubbing		All Required		1,000.00
Removal of Structures and Obstructions		All Required		1,200.00
Removal of Bridge		All Required		7,500.00
General Excavation	267,585	Cu. Yd.	0.70	187,309.50
Trench Excavation	180	Cu. Yd.	3.00	540.00
Finishing Roadbed and Slopes		All Required		10,000.00
Watering	475	M-Gal.	20.00	9,500.00
Aggregate Base	11,500	Ton	6.00	69,000.00
Treated Base Mixture	13,500	Ton	8.00	108,000.00
Cement in Treated Base Mixture	750	Ton	80.00	60,000.00
Class "B" Asphalt Concrete Mixture	8,500	Ton	16.00	136,000.00
Asphalt Cement in Mixture	500	Ton	185.00	92,500.00
Loadometer Pit	1	Each	1,400.00	1,400.00
12-inch Culvert Pipe	64	Lin. Ft.	15.00	960.00
15-inch Culvert Pipe	72	Lin. Ft.	12.00	864.00
18-inch Culvert Pipe	400	Lin. Ft.	10.00	4,000.00
Extra for Pipe under Pavement	52	Lin. Ft.	15.00	780.00
Concrete Inlets, Type G-1	2	Each	400.00	800.00
Guard Rail, Type 2A	400	Lin. Ft.	11.00	4,400.00
Guard Rail, Type 3	100	Lin. Ft.	21.00	2,100.00
Guard Rail Anchors, Type 1	4	Each	300.00	1,200.00
Rail End Pieces, Type C	2	Each	100.00	200.00
Rail End Pieces, Terminal				

Connector	4	Each	50.00	200.00
Road Barricade	1	Each	300.00	300.00
Type 2 Fence	4,600	Lin. Ft.	1.00	4,600.00
Extra for Asphalt Approaches	6	Each	200.00	1,200.00
Paved Culvert End Slopes	534	Sq. Ft.	10.00	5,340.00
26' Painted Cattle Guard	1	Each	650.00	650.00
Delineators, Type 2	100	Each	16.00	1,600.00
Delineators, Type 3	38	Each	20.00	760.00
Roadside Seeding & Fertlizing	18	Acre	300.00	5,400.00
Slope Protection Material	87,000	Sq. Yd.	0.40	34,800.00
Removal of Existing Sign Installations		All Required		1,000.00
Wood Sign Posts		All Required		1,000.00
Sign Support Footings		All Required		4,000.00
Breakaway Sign Posts		All Required		5,000.00
Single Post Breakaway Sign Supports		All Required		1,000.00
Single Post Slip Base Sign Supports		All Required		1,500.00
Structure Mounts		All Required		1,100.00
Exit Number Sign Supports		All Required		700.00
Type "A" and "B" Signs in Place	783	Sq. Ft.	15.00	11,745.00
Type "C" and "D" Signs in Place	116	Sq. Ft.	9.00	1,044.00
Type "EE" Signs in Place	118	Sq. Ft.	10.00	1,180.00
Type "F" and "G" Signs in Place	40	Sq. Ft.	10.00	400.00
Type "H" Signs in Place	19	Sq. Ft.	12.00	228.00
Move and Modify Existing Signs		All Required		1,000.00
				$912,731.50

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required		3,700.00
Temporary Pavement Striping	All Required		1,400.00
Temporary Erosion Control	All Required		2,000.00
On the Job Trainees (1-1000 x $0.80)	All Required		800.00
			$ 7,900.00
		SUBTOTAL	$ 920,631.50
		Engineering	225,078.50
		TOTAL	$1,035,710.00

TYPE CODE X281

STRUCTURE, BRIDGE #16611 and 16612 (Sta. 149 + 00)

Mobilization	32%	All Required		$ 33,600.00
Structure Excavation	475	Cu. Yd.	4.00	1,900.00
Structure Excavation Below Elevations Shown	50	Cu. Yd.	4.00	200.00
Special Wall Backfill	800	Cu. Yd.	5.00	4,000.00
Structural Concrete, Class 3300 (493 Cu. Yd.		All Required		91,500.00

Structural Concrete, Class 4500 (244 Cu. Yd.)	All Required		54,100.00
110'/115' Bulb Tee Prestressed Beams	6 Each	10,377.00	62,262.00
125'/130' Bulb Tee Prestressed Beams	8 Each	11,814.00	94,512.00
Reinforcement (83,000 lbs.)	All Required		29,880.00
Coated Reinforcement (22,700 lbs.)	All Required		12,000.00
Reinforced Concrete Bridge End Panels	356 Sq. Yd.	51.00	18,156.00
Two Tube Steel Railing	653 Lin. Ft.	31.00	20,243.00
Concrete Slope Paving	615 Sq. Yd.	27.00	16,605.00
Slope Paving Curbs	272 Lin. Ft.	14.00	3,808.00
	SUBTOTAL		$442,766.00
	Engineering		55,345.00
	TOTAL		$498,110.00

Length of Project ------------------ 0.00 mi.

RETAINED IN PROGRAM

Adjusting Irrigation Line	All Required	$ 40,000.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Channelization	$1,035,710	$ 955,131	$ 80,579
Structures	498,110	459,357	38,753
SUBTOTAL	$1,533,820	$1,414,488	$119,332
RESERVE	40,000	36,800	3,200
	$1,573,820	$1,451,288	$122,532

Group 1: 100%
Contract No. 9629
Prefix: 625-1969
Prefix: 625-1076

7697 7-1-[illegible]

KOTTKAMP & O'ROURKE
ATTORNEYS AT LAW
331 S.E. 2ND - P.O. BOX 490
PENDLETON, OREGON 97801
TELEPHONE (503) 276-2141

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR MORROW COUNTY

UMATILLA READY-MIX, an Oregon corporation, Plaintiff, vs. THE STATE OF OREGON, by and through its Department of Transportation, Division of Highways, and MORROW COUNTY, Defendants.	No. 7651 MOTION FOR EXTENSION OF TIME

COMES NOW the Plaintiff, by and through its attorneys, Kottkamp & O'Rourke, and moves the court for an extension of time within which to prosecute this case on the grounds and for the reasons set out in the Affidavit, attached hereto, marked Exhibit A, and by this reference incorporated herein.

KOTTKAMP & O'ROURKE
Attorneys for Plaintiff

By Stephen M. Bloom
Stephen M. Bloom
Of Attorneys for Plaintiff
OSB No. 77118
Trial Attorney

State of Oregon }
County of Umatilla } ss
I hereby certify that the foregoing is a true and correct copy of the original.

of Attorneys for Plaintiff

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR MORROW COUNTY

UMATILLA READY-MIX, an Oregon corporation,

Plaintiff,

vs.

THE STATE OF OREGON, by and through its Department of Transportation, Division of Highways, and MORROW COUNTY,

Defendants.

No. 7651

AFFIDAVIT IN SUPPORT OF MOTION FOR EXTENSION OF TIME

STATE OF OREGON)
) ss.
County of Umatilla)

I, Stephen M. Bloom, being first duly sworn, depose and say:

1. I am one of the attorneys for Plaintiff herein.

2. I recently received a Notice of Dismissal from the Trial Court Administrator indicating that the above referenced case would be dismissed for want of prosecution on August 12, 1985 unless Plaintiff could show good cause why an extension of time should not be granted. This Affidavit is made for the purposes of obtaining an additional 90 days within which to prosecute this case.

3. Morrow County counsel, Mr. Michael Oths, has proposed a series of documents, Morrow County Ordinances, and Morrow County Court Resolutions, to effect a settlement of this case. Plaintiff has notified Mr. Oths that the settlement documents he has proposed are acceptable to it. It is antici-

EXHIBIT A

pated that the Defendant Oregon Department of Transportation and a non-joined affected party, Jody Tatone, will also accept the settlement proposal from the Morrow County counsel.

4. However, it appears that the parties will need additional time to complete the settlement of this case and to finalize all documents.

5. This Affidavit is made for the purposes of obtaining an extension of time within which to prosecute this matter. The Affidavit is made in good faith and not for the purposes of delay.

Stephen M. Bloom
Stephen M. Bloom

Subscribed and sworn to before me this 1 day of July, 1985.

/s/ Carlene Hahn
Notary Public for Oregon
My commission expires: 2-5-88

State of Oregon }
County of Umatilla } ss
I hereby certify that the foregoing is a true and correct copy of the original.
of Attorneys for Plaintiff

9657

KOTTKAMP & O'ROURKE
ATTORNEYS AT LAW
331 S. E. 2ND STREET
P. O. BOX 490
PENDLETON, OREGON 97801

JOHN H. KOTTKAMP
ROBERT E. O'ROURKE
STEPHEN M. BLOOM

TELEPHONE
AREA CODE 503
276-2141

July 1, 1985

COPY

Mr. Michael Oths
County Counsel
P. O. Box 509
Heppner, Oregon 97836

Re: Umatilla Ready-Mix v. State of Oregon, Department of Transportation

Dear Mike:

This letter will confirm our telephone conversation on June 28, 1985 wherein you advised that the settlement of the above referenced case is moving along smoothly, with the exception of a slight snag that has been raised by Jody Tatone. You could not enlighten me with regard to what the problem was that Mr. Tatone had raised but you felt confident that this matter could be resolved.

Accordingly, I indicated to you I will file a motion for an extension of time on the notice of dismissal I recently received so neither you nor the State of Oregon will have to make an appearance at this time.

I did indicate to you, however, that I did want some sort of progress report no later than mid-July with regard to the status of the settlement.

Sincerely,

KOTTKAMP & O'ROURKE

By: Stephen M. Bloom

SMB:ch

cc: Mr. Robert Peterson
/ Assistant Attorney General
100 Justice Building
Salem, Oregon 97310

cc: Mr. George Corey
Attorney at Law
P. O. Box 218
Pendleton, Oregon 97801

7659

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MORROW

UMATILLA READY-MIX, an Oregon corporation,

Plaintiff,

v.

THE STATE OF OREGON, by and through its Department of Transportation, Division of Highways, and MORROW COUNTY,

Defendants.

No. 7651

ANSWER

Defendant, State of Oregon, by and through its Department of Transportation, in answer to plaintiff's complaint on file herein, admits and alleges as follows:

I

Defendant admits paragraphs I and II of plaintiff's complaint.

II

Except as specifically admitted herein, based upon lack of information, defendant denies the balance.

DAVE FROHNMAYER
Attorney General

ROBERT A. PETERSEN OSB # 71133
Asssistant Attorney General
Of Attorneys for Defendant
State of Oregon
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

CERTIFICATE OF SERVICE

I hereby certify that on the 1st day of July, 1985, I served a true copy of the within Answer, which is well founded in law upon the following attorneys of record, by depositing it in the United States Post Office at Salem, Oregon, postage prepaid, addressed as follows:

Steve Bloom
Attorney at Law
P. O. Box 490
Pendleton, Oregon 97801

Michael J. Oths
County Counsel
P. O. Box 509
Heppner, Oregon 97836

Mr. George Corey
Attorney at Law
P. O. Box 218
Pendleton, Oregon 97801

ROBERT A. PETERSEN OSB # 71133
Assistant Attorney General
Of Attorneys for Defendant State
450 Justice Building
Salem, Oregon 97310
Telephone: 378-6313

md

9627

KOTTKAMP & O'ROURKE
ATTORNEYS AT LAW
331 S. E. 2ND STREET
P. O. BOX 490
PENDLETON, OREGON 97801

JOHN H. KOTTKAMP
ROBERT E. O'ROURKE
STEPHEN M. BLOOM

TELEPHONE
AREA CODE 503
276-2141

June 24, 1985

COPY

Mr. Michael J. Oths
County Counsel
P. O. Box 509
Heppner, Oregon 97836

Re: Umatilla Ready-Mix v. Oregon Department of Transportation/ Morrow County

Dear Mike:

This letter will serve to advise you that I have had an opportunity to review the documents you sent on June 18, 1985 and they are acceptable to my client, Umatilla Ready-Mix.

It is my understanding that Don Barnes has already informed you that the survey and monuments have already been performed by the Oregon State Department of Highway, and that they are in the possession of the resident engineer in Hermiston.

Please give me some sort of a time table within which you feel that you can finalize the settlement in this matter.

Sincerely,

KOTTKAMP & O'ROURKE

By: Stephen M. Bloom

SMB:ch

cc: Mr. George Corey
Attorney at Law
P. O. Box 218
Pendleton, Oregon 97801

✓ Mr. Robert Peterson
100 Justice Building
Salem, Oregon 97310

RECEIVED
2
DIVISION, DEPT OF [illegible]
SALEM [illegible]

COPY

-1627

MORROW COUNTY

COUNTY COUNSEL

P. O. Box 509 -:- Heppner, Oregon 97836
(503) 676-XXXX9061

MICHAEL J. OTHS

June 18, 1985

TO: STEVE BLOOM/DON BARNES
JODY TATONE
GEORGE COREY
✓BOB PETERSEN

RE: Umatilla Ready-Mix v. ODOT/Morrow County

Dear Gentlemen:

I am writing to you once again with reference to the lawsuit pending among us. My last letter concerned a possible settlement. I have received word back that URM is generally agreeable, but haven't heard from any others of you.

I have drafted what I hope will do the trick. As you can see, it involves a deed from Tatones to Morrow County, and easements back to Tatones and URM.

One of the newer requirements of road dedication is that all new roads need to be surveyed and monumented. If the documents are acceptable to all of you, I will instruct Dave Krumbein to survey and monument, and then provide us with a legal description. He assures me that this can be done in about a week.

Again assuming everything is satisfactory, the County can finalize all of its documents at the first meeting after we would receive a deed back from the Tatones.

As I see it, the sequence of events is as follows:

1) Ratification of this as an acceptable approach to the problem. I would need to hear from both URM and from Tatones;
2) Receipt of the survey and legal description;
3) Attach legal description to all documents;
4) Deed from Tatones to Morrow County;
5) County enact resolution;
6) County close road;
7) County pass ordinance;
8) County grant easements to URM and Tatones;
9) Dismissal of complaint.

As I mentioned, the County can perform 5-8 at one session of Court.

Please let me know if there are aspects of this proposal which need to be changed. As you know, we are operating under a deadline from the Circuit Court (and the Plaintiff) to resolve this matter.

I will await your reply and thank you for your help in this matter.

Sincerely,

Michael J. Oths
County Counsel
Morrow County

RECEIVED

TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

STATUTORY BARGAIN AND SALE DEED

JOSEPH M. TATONE and ALICE M. TATONE, husband and wife, Grantor, conveys to MORROW COUNTY, a political subdivision of the State of Oregon, Grantee, the following described real property:

See attached Exhibit "A", expressly incorporated herein by reference.

The true and actual consideration for this conveyance is Grantee's promise to dedicate the above-described real property as a Morrow County Road. Further consideration is Grantor's promise to convey an Easement back to Grantors, for roadway purposes during times of road closure.

Tax considerations are inapplicable, as this property is being conveyed for roadway purposes.

DONE AND DATED THIS_____DAY OF__________,1985.

Sworn and subscribed before me this_____day of_________,1985, by the alongside named JOSEPH M. TATONE and ALICE M. TATONE, who did acknowledge this to be their voluntary act and deed.

Joseph M. Tatone

Alice M. Tatone

Notary Public of Oregon
My commission expires:________

ACCEPTANCE

Under the authority of ORS 368.096, and because it is the public interest to do so, the County of Morrow, by and through its duly-elected County Court, does hereby accept the foregoing STATUTORY BARGAIN AND SALE DEED, as being in the public interest and in the best interest of Morrow County.

So ACCEPTED this________day of_____________,1985.

ATTEST:

County Judge

County Commissioner

County Commissioner

County Clerk/My term expires:

IN THE COUNTY COURT OF THE STATE OF OREGON
FOR MORROW COUNTY

In the matter of the dedication of certain property as a County Road	)	RESOLUTION

The County Court of Morrow County, meeting at its regularly-scheduled session of________________________,1985, does hereby make the following findings and issue the following Resolution:

1) That there currently exists an ongoing legal dispute between Morrow County and Umatilla Ready-Mix, an Oregon Corporation, concerning ingress and egress to certain property lying in the NW quarter of the SW quarter of Section 11, Township 4N, Range 25E, W.M., in Morrow County, Oregon.

2) That the parties have agreed to resolve this disagreement through dedication of a County road which will serve the above-named and other properties;

3) That a conveyance of the land necessary to dedicate such a road has been made by Joseph M. Tatone and Alice M. Tatone, and is attached hereto as Exhibit "A;"

4) That conveyance by the Tatones made this grant a "public road" and that the County Court, by authority of ORS 368.016(2)(c) may, by resolution, make the road in question a County Road;

5) That by making such a County Road designation, the County hereby commits itself to provide maintenance to said road;

6) That the requirements for surveying and monumenting have been met, and that a legal description of the road is hereby attached as Exhibit "B";

7) That the County Clerk will be instructed to record this resolution, pursuant to ORS 368.106(1); and

8) That all of the following is in the public interest;

THEREFORE, BE IT RESOLVED that Morrow County, by and through its County Court, does hereby include the road described in Exhibit "B" as part of its County road system, and does hereby declare it to be a County Road.

SO RESOLVED THIS____DAY OF_____________,1985.

ATTEST:

____
County Judge

____
County Commissioner

____
County Commissioner

____

IN THE COUNTY COURT OF THE STATE OF OREGON

FOR MORROW COUNTY

In the matter of closure of of a certain County Road)	MOTION AND ORDER

Comes now ________________________,acting Morrow County Roadmaster, and moves that the County Court order the closure of that road,dedicated by the County Court this date, in Section 10 of Township 4N, Range 25E, W.M.

This motion is made pursuant to Morrow County Ordinance # MC-C-1-84.

This motion is made based on my opinion that the road in question should not be opened to public travel until the angle of approach of the road to Columbia Avenue is corrected.

Closure of roads is a matter of County concern, as stated in Ordinance # MC-C-1-84.

I hereby certify that I have ordered that the road be closed, and that said closure shall be for an indefinite period of time.

I have entered the information of this closure in the journal kept for that purpose, as required by Ordinance. That information includes:

1) The road in question
2) The time and date of the closure, which is:__________ ____
3) The duration of the closure, which is indefinite;

The journal is kept at the Public Works Department, in Lexington, Oregon.

I have notified the Heppner Gazette-Times, the Boardman Enterprise and the Hermiston Herald, by placing legal notices to that effect;

I have notified Radio Station KOHU, Hermiston, Oregon;

Upon adoption by the County Court of this Order, I will effect placement of a sign at the entrance of the road in question, notifying the public that the road is closed.

SO MOVED THIS________DAY OF______________,1985.

____
Acting Roadmaster

ORDER

For good cause shown, the above Motion is granted, and the road in question is hereby declared "closed" until further notice. SO ORDERED THIS_______DAY OF________________,1985.

ATTEST:

____
County Judge

____
County Commissioner

____
County Commissioner

____
County Clerk

ORDINANCE #________________

AN ORDINANCE DECLARING THAT CONVEYANCE OF AN INTEREST IN LAND BY THE COUNTY IS IN FURTHERANCE OF THE PUBLIC INTEREST, AUTHORIZING THE GRANTING OF AN EASEMENT, SETTING FORTH THE EASEMENT, MAKING FINDINGS and DECLARING AN EMERGENCY.

THE COUNTY OF MORROW ORDAINS AS FOLLOWS:

SECTION 1. SHORT TITLE.

This Ordinance shall be known, and may be cited, as "Grant of Easement to Tatones and Umatilla Ready-Mix."

SECTION 2. AUTHORIZATION.

This transfer of property interest is made under the authority of, and subject to the limitations of, ORS 271.300-.440. That statute authorizes the conveyance of transfer of a lesser interest in public land, when such a conveyance is in furtherance of the public interest.

SECTION 3. FINDINGS.

It is the express finding of the Morrow County Court that the property interest to be transferred—namely two easements—is in furtherance of the public interest, and that it will not diminish the interest of the County to any degree.

It is further the finding of the Court that grant of these easements will be instrumental in the settlement of a lawsuit against Morrow County, which settlement is in the best interest of the County.

It is the further finding of the Court that grant of the easement will erase any question of foreclosure of access to property owned by Umatilla Ready-Mix.

It is further the finding of the Court that grant of this easement is made in consideration of a deed from Joseph M. and Alice M. Tatone to Morrow County.

4. TERMS.

By this Ordinance, the County Court is hereby authorized to convey to the respective parties the easements which are attached hereto and marked as Exhibits "A" and "B".

SECTION 5. EMERGENCY.

As it is necessary for the health, safety, comfort, and convenience of the people of Morrow County that this ordinance have immediate effect, and as the Court hereby determines that it is impossible to wait the 90-day non-emergency period to enact this ordinance, due to the deadline for default in the lawsuit involving Morrow County being substantially less than 90 days, an EMERGENCY is hereby declared to exist, and this ordinance shall be in full force and effect from and after its approval by a unanimous vote of the County Court.

DONE AND DATED THIS_____DAY OF____________________,1985.

ATTEST:

Appeared before me the Morrow County Court, which did affix its individual signatures, and declare this to be the legal act of Morrow County, Oregon.

____
COUNTY JUDGE

____
COUNTY COMMISSIONER

____
COUNTY COMMISSIONER

____
County Clerk
My term expires:______________

EASEMENT AND PERMIT

MORROW COUNTY , a political subdivision of the State of Oregon, Grantor, hereby conveys to JOSEPH M. and ALICE M. TATONE, husband and wife, Grantee, an easement for roadway purposes, across a County road, which road is located as follows:

> On the real property described in the attached Exhibit "A" which is expressly incorporated by reference herein.

1) AUTHORITY.

This easement is granted—as a road permit—under the authority of Morrow County Ordinance # MC-C-1-84, adopted by the Morrow County Court on February 1, 1984.

This easement is also granted in consideration for, and as a condition of, a Bargain and Sale Deed of the same property, conveyed to Morrow County by Joseph M. and Alice M. Tatone, husband and wife, and recorded in the deed records of Morrow County at Book M, page______________.

This easement is also granted under the authority of Morrow County Ordinance #_______________________________, which authorizes the grant of this easement, and also one to Umatilla Ready-Mix.

2) STATEMENT OF CONSIDERATION.

This easement is granted in consideration for settlement of a lawsuit between Morrow County and Umatilla Ready-Mix. Said lawsuit is filed as Docket #7651, Morrow County Circuit Court. It is also given in consideration of a grant of real property made by Joseph M. Tatone and Alice M. Tatone to Morrow County, and recorded at Book M, page__________, of the deed records of Morrow County.

The grant of this easement the deed from the Tatones, and the settlement of claims by Umatilla Ready-Mix are all considered to be mutual consideration for all the issues arising among the parties.

3) DURATION.

This easement shall run with the land, and is considered appurtenant to the real property owned by the Grantee, and served by this easement. [Said land lying in and about the NE quarter of the SE quarter of Section 10, Township 4N, Range 25E, W.M. in Morrow County, Oregon. Currently referred to as Tax Lot 291 of the above section and consisting of 8.70 acres].

Grantee may extend use of this easement to their permittees, licensees or invitees, in their discretion. PROVIDED, that Grantee acknowledges that County's disclaimer of liability for road defects—mentioned in paragraph 6 below—extends to permittees, licensees and/or invitees. It shall be Grantee's responsibility to forewarn any such permittees, licensees and/or invitees of Grantor's disclaimer, and Grantee shall indemnify and fully defend Grantor from any claim arising therefrom.

It is also understood by Grantee that a similar easement to this one has been granted to Umatilla Ready-Mix.

4) PURPOSE.

It is understood by the parties that at such time as the road described by this easement shall be opened to the public by Morrow County, this easement shall convey no greater rights and/or privileges than those held by the public. The express purpose of this easement is to grant to grantee the right of ingress and egress to its property—across the described roadway—during any closure of the road. Consistent with this section, this easement is perpetual.

5) MAINTENANCE.

Grantor agrees to provide maintenance for the roadway described in this easement. This maintenance responsibility shall include grading and gravelling maintenance. It shall be the duty of grantee to inform grantor of the need for maintenance, as it arises.

6) LIABILITY.

This Easement is granted with the express understanding of the following: that questions have been raised regarding the design standards and safety of the roadway which is currently residing upon the subject property. These questions include, but are not limited to, the angle of approach of the road onto Columbia Avenue.

Grantor expressly disclaims liability for any personal or property injuries occasioned as a direct or proximate result of the above conditions. Grantee accepts such disclaimer, and agrees to hold harmless Morrow County, its officials, employees or contractors, for any injury—personal or property—received as a direct or proximate result of faulty construction of said road. This section shall not be construed as depriving grantee of any cause of action which may arise at such time as said road is opened to the public. At such time, grantee will stand in the same position as other members of the public.

During the time of any closure of the road it shall be grantor's responsibility to post signs informing the public of such a road closure.

7. RECORDING.

This Easement shall be recorded, by Grantor, in the deed records of Morrow County.

SO GRANTED THIS_______DAY OF_____________,1985.

Appeared before me the County
County of Morrow County, who
did affix their signatures to
this EASEMENT, and the County
Clerk, who did affix the County
Seal. So done this_____day of
____________,1985.

____
County Judge

____
County Commissioner

____
County Commissioner

____
Roadmaster

____
Notary Public of Oregon
My commission expires:

EASEMENT AND PERMIT

MORROW COUNTY, a political subdivision of the State of Oregon, Grantor, hereby conveys to UMATILLA READY-MIX, an Oregon Corporation, an Easement for roadway purposes, across a County road, which road is located as follows:

> On the real property described in the attached Exhibit "A" which is expressly incorporated by reference herein.

1) AUTHORITY.

This Easement is granted—as a road permit—under the authority of Morrow County Ordinance # MC-C-1-84, adopted by the Morrow County Court on February 1, 1984.

This Easement is also granted in consideration for, and as a condition of, a Bargain and Sale Deed of the same property, conveyed to Morrow County by Joseph M. and Alice M. Tatone, husband and wife, and recorded in the deed records of Morrow County at Book M, page_________.

This Easement is also granted under the authority of Morrow County Ordinance #____________________________, which authorizes the grant of this Easement, and also one to Joseph M. and Alice M. Tatone, husband and wife.

2) STATEMENT OF CONSIDERATION.

This Easement is granted in consideration of a grant of real property made by Joseph M. Tatone and Alice M. Tatone to Morrow County, and recorded at Book M, page__________, of the deed records of Morrow County. It is also given in consideration for settlement of a lawsuit between Morrow County and Umatilla Ready-Mix. Said lawsuit is filed as Docket # 7651, Morrow County Circuit Court.

The grant of this Easement, the deed from the Tatones and the settlement of claims by Umatilla Ready-Mix are all considered to be mutual consideration for all the issues arising among the parties.

3) DURATION.

This Easement shall run with the land, and is considered appurtenant to the real property owned by the Grantee, and served by this Easement. [Said land lying in and about the NW quarter of the SW quarter of Section 11, Township 4N, Range 25 E, W.M. in Morrow County, Oregon. Currently referred to as Tax Lot 401 of the above section, consisting of 20 acres].

Grantee may extend use of this Easement to its permittees, licensees or invitees, in its discretion. PROVIDED, that Grantee acknowledges that County's disclaimer of liability for road defects—mentioned in paragraph 6 below—extends to permittees, licensees and/or invitees. It shall be Grentee's responsibility to forewarn any such permittees, licensees and/or invitees of Grantor's disclaimer, and Grantee shall indemnify and fully defend Grantor from any claim arising therefrom.

It is also understood by Grantee that a similar easement to this one has been granted to Joseph M. and Alice M. Tatone.

4) PURPOSE.

It is understood by the parties that at such time as the road described by this easement shall be opened to the public by Morrow County, this Easement shall convey no greater rights and/or privileges than those held by the public. The express purpose of this Easement is to grant to grantee the right of ingress and egress to its property—across the described roadway—during any closure of the road. Consistent with this section, this Easement is perpetual.

5. MAINTENANCE.

Grantor agrees to provide maintenance for the roadway described in this Easement. This maintenance responsibility shall include grading and gravelling maintenance. It shall be the duty of grantee to inform grantor of the need for mainenance, as it arises.

6) LIABILITY.

This Easement is granted with the express understanding of the following: that questions have been raised regarding the design standards and safety of the roadway which is currently residing upon the subject property. These questions include, but are not limited to, the angle of approach of the road onto Columbia Avenue.

Grantor expressly disclaims liability for any personal or property injuries occasioned as a direct or proximate result of the above conditions. Grantee accepts such disclaimer, and agrees to hold harmless Morrow County, its officials, employees or contractors, for any injury—personal or property—received as a direct or proximate result of faulty construction of said road. This section shall not be construed as depriving grantee of any cause of action which may arise at such time as said road is opened to the public. At such time, grantee will stand in the same position as other members of the public.

During the time of any closure of the road it shall be grantor's responsibility to post signs informing the public of such a road closure.

7. RECORDING.

This Easement shall be recorded, by Grantor, in the deed records of Morrow County.

SO GRANTED THIS______DAY OF____________,1985.

Appeared before me the County
County of Morrow County, who
did affix their signatures to
this EASEMENT, and the County
Clerk, who did affix the County
Seal. So done this_____day of
___________,1985.

____
County Judge

____
County Commissioner

____
County Commissioner

____
Roadmaster

____
Notary Public of Oregon
My commission expires:

76-29

KOTTKAMP & O'ROURKE
ATTORNEYS AT LAW
331 S. E. 2ND STREET
P. O. BOX 490
PENDLETON, OREGON 97801

JOHN H. KOTTKAMP
ROBERT E. O'ROURKE
STEPHEN M. BLOOM

TELEPHONE
AREA CODE 503
276-2141

May 20, 1985

Mr. Michael J. Oths
Morrow County Counsel
P. O. Box 509
Heppner, Oregon 97836

Mr. Bob Peterson
Assistant Attorney General
✓ Department of Justice
Justice Building
Salem, Oregon 97310

Re: Umatilla Ready-Mix v. Department of Transportation and Morrow County; Morrow County Circuit Court No. 7651

Gentlemen:

I have had an opportunity to review Mr. Oths' letter of April 12, 1985 with my client, Umatilla Ready-Mix.

The proposal that Morrow County has offered is acceptable to my client.

I would ask Mr. Oths to coordinate with the other interested parties to see if we can arrive at a settlement of this case.

Your earliest attention to this matter is appreciated.

Sincerely,

KOTTKAMP & O'ROURKE

By:

SMB:ch

cc: Mr. George H. Corey
Attorney at Law
P. O. Box 218
Pendleton, Oregon 97801

MORROW COUNTY

COUNTY COUNSEL

P. O. Box 509 -:- Heppner, Oregon 97836
(503) 676-~~5552~~ 9061

MICHAEL J. OTHS

April 12, 1985

TO: STEVE BLOOM/DON BARNES
JODY TATONE
GEORGE COREY
BOB PETERSEN

RE: Umatilla Ready-Mix v. ODOT/Morrow County

Dear Gentlemen:

I am writing in response to letters that I received in the last two weeks from Bob Petersen and Steve Bloom regarding the lack of action on the Ready-Mix road problem. Please excuse me for taking two weeks to respond, but I have been mixed up in a trial that diverted most of my attention.

When last we addressed this subject, I had sent out a memo summarizing a meeting of most of the parties in Pendleton. I asked for input of any type on the ideas proposed at that meeting. I haven't heard from anybody, so I went to the County Court for their ideas. The Court has a proposal for solution of the differences.

In return for a grant of the land on which the road sits, to the County, Morrow County will dedicate the road as a County road. Morrow County will then, by virtue of its own existing County ordinance close the road to public use. The County will then grant a permanent permit to the owners of the property to use the road. The County would similarly grant such a permit to Tatones. Both permits would be transferable to subsequent fee owners of the property. Other members of the public would not be permitted to use the road, which prohibition would be signalled by a "road closed/no trespassing" sign. Both Tatones and Ready-Mix, as condition of the permit, would need to agree to hold Morrow County harmless for any injury or damage caused by faulty design or construction of the road. County would then agree to provide maintenance for the road.

The road would not be opened to the public until such time as it corrected to meet proper standards. Presumably, this would be at some time when it was justifiable to correct the road—i.e. when the road actually serves something other than a vacant lot.

The major difference in the County's position in this proposal is its willingness to accept maintenance responsibility.

This proposal addresses the fact that Ready-Mix has expressed satisfaction with the current condition of the road, while protecting the County's exposure for opening a road which has been declared sub-standard, on the record by our engineer. It also should hopefully address the Tatone's concern about maintenance responsibility.

Please let me know if this proposal is (a) acceptable (b) a step in the right direction or (c) no progress at all.

Rest assured that the County is as eager to solve this matter as anyone. Thank you for your attention to this matter and I look forward to your responses.

Sincerely,

Michael J Oths

Michael J. Oths
County Counsel
Morrow County

RECEIVED
[illegible] DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9629

KOTTKAMP & O'ROURKE
ATTORNEYS AT LAW
331 S. E. 2ND STREET
P. O. BOX 490
PENDLETON OREGON 97801

JOHN H. KOTTKAMP
ROBERT E. O'ROURKE
STEPHEN M. BLOOM

TELEPHONE
AREA CODE 503
276-2141

March 29, 1985

Mr. Michael J. Oths
Morrow County Counsel
Morrow County Courthouse
P. O. Box 509
Heppner, Oregon 97836

✓ Mr. Bob Peterson
Assistant Attorney General
Department of Justice
Justice Building
Salem, Oregon 97310

Re: Umatilla Ready-Mix v. Department of Transportation and Morrow County

Gentlemen:

My last communication with regard to the above referenced case is a letter from Mike with regard to a meeting in my office on January 17, 1985.

It is certainly hoped that this matter can be settled short of litigation. However, I have not seen any movement with regard to a settlement proposal from the defendants. As we indicated in our meeting on January 17, my client is certainly willing to work with the DOT and Morrow County in an effort to resolve this matter.

However, if there is nothing concrete proposed by April 19, 1985 it will be necessary for both of you to appear in this matter.

Sincerely,

KOTTKAMP & O'ROURKE

By: Steve

SMB:ch

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SALEM, OREGON

9629

CASE STATUS REPORT

DATE: 1-28-85

Bruce Boyd

TO: HAROLD Brainerd ODOT (Agency)

FROM: Pete (Trial Attorney)

RE: Umatilla Ready Mix v. ODOT, et al (Case Name) (Billing No.)

Attached is a letter from Morrow County Counsel. The "options" set forth in the letter are the same or similar options discussed in December. Review and comment if you feel it necessary. As far as I am concerned, we really don't need to "approve" of any solution because we have made our position clear on prior occasions. Pete

JTL-3

Pete

MORROW COUNTY

COUNTY COUNSEL

P. O. Box 509 -:- Heppner, Oregon 97836
(503) 676-9061

MICHAEL J. OTHS

January 24, 1985

STEVE BLOOM/DON BARNES
JODY TATONE
GEORGE COREY
BOB PETERSEN

Re: Umatilla Ready-Mix v. ODOT/Morrow County

Dear Gentlemen:

I am writing to attempt to summarize a meeting held January 17 in Steve Bloom's office, between myself, Steve Bloom, Don Barnes, and Jody Tatone. At the meeting, each party tried to express their main concerns regarding the lawsuit, and what avenues might be available for settlement.

Umatilla Ready-Mix has three main concerns, each of which was discussed.

First: The adequacy of the road. URM is apparently satsified with the road as it is constructed; i.e. it would not need to be improved to serve them as adequate. Their main concern here is that the road would be satisfactory to the County—most particularly to the Planning Commission. This is not a question that I can answer for them, at this time. The Commission might very well approve the road as adequate ingress and egress for a particular conditional use, while not accepting it under other circumstances. Furthermore, the Commission could conceivably deny a CUP to the property for reasons unrelated to the roadway. It was agreed that this matter should be presented to the Commission for their opinion. While they would not be presented the question in a formal request, we could still get the sense of their position by discussing the subject. On the other hand, URM could go ahead and make a formal CUP request, to acheive a binding decision from the Commission. The drawback here would be that URM would not be able to anticipate the use that a purchaser of the property would make of the land.

Regarding the condition of the road, the County has some hang-ups about the design of the road, insofar as it would be committed to public use. These concerns have previously been expressed by Dave Krumbein, and concern the angle of approach of the road to Columbia Avenue.

The second question raised by URM concerns: getting the access back the way it was before. This concerns, I presume, obtaining a situation whereby Ready-Mix and its successors-in-interest acheive an unfettered right of ingress and egress. All the parties seem to agree that this is necessary, and the solution to this concern is wrapped up in the other questions.

The third question raised by URM concerns maintenance of the road, and who is responsible for same. The County expressed the opinion that it could not commit itself to a concrete commitment to provide a set level of maintenance. Such a commitment would exceed the legal obligation of the County on even its most well-travelled roads. Don Barnes stated that he felt that maintenance requirements would be minimal, and that URM would be inclined to solve the problem itself, except in extraordinary situations. The thinking here was that it would be a bigger headache to get the County to do it, than to simply solve the problem themselves. Jody Tatone stated that his concern was as follows: he wants to know where the maintenance responsibility is, to some formal degree. This is to insure that there would be some minimum amount of care taken to the road, regardless of who the successor-in-interest to URM might be. The County's general inclination would be that there would be no stated maintenance responsibility. In other words, once the disputed access is provided, then maintenance is in the hands of the users. The topic of maintenance was discussed among the potential options available.

Several options were offered as providing models for disposing of this road.

(1) Dedication of the road as a County Road. This option would presume a deed or easement from Tatones to the County, and a formal dedication of a county road, with the maintenance responsibilities that are inherent with any other County road. The County would require that the engineering defect be satisfactorily cured before this option would even be considered. It was agreed that the State would be approached concerning their willingness to make such changes.

(2) Commitment of the road to public use. Again requiring a deed or easement from the Tatones, this option would entail having the County dedicate the road "to public use." The road does not become an official county road, but does become a public right-of-way. There is presumably no maintenance responsibility on the County. This option also would require a correction of the defect, because ultimate liability for the road would still rest with the County.

(3) Grant of the road to the County and an easement back. In this instance, the Tatones would deed the land to the County in fee simple. The County would then grant a perpetual easement to both Tatones and URM and its successors, provided that we could deed the land back in the event that the ownership of the two tracts of land was merged. The benefit of this plan is that the County could then post "No Trespassing" signs with regard to other persons. The parties would accept the easements with the understanding that the County was not liable for any injuries suffered by URM and Tatones due to the design of the road. Maintenance would not be assigned to anyone.

(4) Dedication of the road as a County Road and closing it until it is corrected. This model would require some work to insure its legality, but would consist of the County closing (not vacating) the road, but granting URM and Tatones the right of passage. Presumably there would be more maintenance responsibility than in (3).

There was also discussion of Ready-Mix possibly buying a parcel of land from Tatones to unify ownership. While it was agreed that this would be an ideal turn of events, we agreed to proceed on the assumption that the sale would not be made.

Any potential solution to the differences held in this matter would need to be approved by each of the four parties. It is hoped that these preliminary discussions can be the basis for a meaningfull solution. I am eager to receive the input of any/all of you on the subject.

Sincerely,

Michael J. Oths

Michael J. Oths
County Counsel
Morrow County

cc: Steve Bloom/Don Barnes
George Corey
Jody Tatone
County Court
Dave Krumbein
Bob Petersen
Deane Seeger
Planning Commission

RECEIVED
JAN 23 [illegible]
TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

96-7

MORROW COUNTY

COUNTY COUNSEL

MICHAEL J. OTHS

P. O. Box 509 -:- Heppner, Oregon 97836
(503) 676-5552

3 January 1985

MR. STEPHEN M. BLOOM
Attorney at Law
Kottkamp & O'Rourke
331 SE 2nd Street
P.O. Box 490
Pendleton, OR 97801

Re: Umatilla Ready-Mix v. Morrow County/ODOT

Dear Steve:

Thank you for your letter of December 26. I am writing to possibly clarify some things about your client's position, to avoid any misunderstanding.

You state that you wish to insure that the County will not require a conditional use permit for operations on the site. This is unavoidable, with or without a satisfactory road. The type of operation conducted by Umatilla Ready-Mix is not an outright use, so it is a conditional use.

To maintain an operation on the site, the landowner must comply with the comprehensive plan of Morrow County, and apply for a conditional use permit to the Planning Commission. One condition that the Planning Commission always requires is adequate ingress and egress for the intended activity. To the extent that URM desires to utilize the existing road road as its ingress and egress, we can discuss the County's agreeing to recommend that the existing roadway is adequate for certain purposes. Such an understanding would need to be narrowly defined, however. A road that is adequate for a gravel operation might not be adequate for a residential subdivision, for example.

I would like to suggest that we schedule a time when some of the various parties can get together to try to see if a satisfactory solution to this question can be reached. I think that there are enough diverse interests present here that the only way to make any progress would be a joint meeting. If you agree with this, I would undertake to find a time and place that are suitable to all involved.

Let me know if this is agreeable to yourself and your client. I am anxious to make sure that we don't let the communication lines break down now that we have started talking.

Thank you for your attention to this matter.

Sincerely,

Mike

Michael J. Oths
County Counsel
Morrow County

cc: Mr. Bob Petersen
DEPARTMENT OF JUSTICE
100 Justice Building
Salem, OR 97310

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TRIAL DIVISION, DEPT OF JUSTICE
SALEM, OREGON

9629

KOTTKAMP & O'ROURKE
ATTORNEYS AT LAW
331 S. E. 2ND STREET
P. O. BOX 490
PENDLETON, OREGON 97801

JOHN H. KOTTKAMP
ROBERT E. O'ROURKE
STEPHEN M. BLOOM

TELEPHONE
AREA CODE 503
276-2141

December 26, 1984

Mr. Michael Oths
Morrow County Council
P. O. Box 509
Heppner, Oregon 97836

Re: Umatilla Ready-Mix v.
Morrow County and State
of Oregon

Dear Mike:

This letter will confirm our telephone conversations on December 19 and 20 concerning settlement discussions on the above referenced case.

COPY

You asked if our client would be willing to accept a perpetual easement from Tatone on the access road. I have checked with our client and it would be willing to accept such a perpetual easement as long as the physical dimensions of the easement were acceptable and the County agreed that the road was suitable for use by a commercial ready-mix plant. In other words, we need some assurance that the County will agree that it will not come back later and tell our client that it needs a conditional use to run its plant.

Additionally, you questioned whether or not the design of the road was acceptable to our client. It is acceptable. Lastly, I confirmed for you that our client wants no responsibility for the upkeep of the road.

I would request that you contact Mr. Tatone and see if he is agreeable to granting the perpetual easement on the conditions set out above.

Sincerely,

KOTTKAMP & O'ROURKE

By: **Stephen M. Bloom**

SMB:ch

7639

MORROW COUNTY

COUNTY COUNSEL

P. O. Box 509 -:- Heppner, Oregon 97836
(503) 676-5552

MICHAEL J. OTHS

26 December 1984

MR. ROBERT A. PETERSEN
Assistant Attorney General
DEPARTMENT OF JUSTICE
Justice Building
Salem, OR 97310

Re: Umatilla Ready-Mix v. ODOT and Morrow County

Dear Mr. Petersen:

Thank you for your letter of December 21, detailing the State's position in the above-referenced case. I am hereby relaying the County's position in the matter—if it need be sent to additional parties besides yourself, please let me know.

Morrow County hereby demands that the State of Oregon defend, indemnify, and hold harmless Morrow County, for all expenses (including attorney fees, costs and the ultimate judgment, if any) that may be incurred in defense of this lawsuit.

It is the County's position that any loss of access suffered by Umatilla Ready-Mix was occasioned by the State's construction of a new freeway interchange, and that it was the State's responsibility to provide a reasonable substitute, or in the alternative, to cover for the damages.

The State made no reasonable substitute, nor did it apparently provide suitable cover to the affected property owner.

Any damages resulting from this set of circumstances are directly the result of actions taken by the State of Oregon, and should be so recognized.

At the same time that it is our official position that the State is responsible for this matter, Morrow County is still anxious to resolve this matter extra-judicially. We will lend any assistance which is necessary to satisfying all affected parties.

It is essential that we remain in communication on this matter, and I will try to keep you informed. Please try to do the same for us. Thank you.

Sincerely,

Michael J. Oths
Morrow County Counsel

9-27

December 21, 1984

Mr. Michael Oths
Morrow County Counsel
Morrow County Courthouse
Heppner, Oregon 97836

Re: Umatilla Ready-Mix v. ODOT and Morrow County

Dear Mr. Oths:

This will confirm our telephone conversation regarding the above entitled matter.

The State of Oregon, by and through its Department of Transportation, hereby demands that you defend, indemnify, and hold the Oregon Department of Transportation harmless for all expenses, including attorneys fees, costs, and the ultimate judgment, if any, that may be incurred in defense of this lawsuit.

It is the position of the State of Oregon that Morrow County violated the law when the property was transferred to Mr. Tatone and further, that the transfer denied plaintiffs their common law rights of access that had been replaced by the State.

I have obtained an extension of time within which to file an appearance. This extension was predicated upon the efforts of Morrow County and the Oregon Department of Transportation resolving the problems that plaintiff is having ingressing and egressing the property.

Mr. Bloom informed me that his clients are interested in resolving the problems of the access, by a rescision of the deed granted to Tatone and acknowledgement that the road constructed from plaintiff's property to the county road is a public right of way.

Would you kindly keep me abreast of Mr. Corey's position, on behalf of Mr. Tatone, as well as Morrow County's.

Very truly yours,

Robert A. Petersen
Assistant Attorney General

RAP/jep

9629

December 21, 1984

Mr. Stephen M. Bloom
Kottkamp & O'Rourke
Attorneys at Law
P.O. Box 490
Pendleton, Oregon 97801

Re: Umatilla Ready-Mix v. ODOT and Morrow County

Dear Steve:

This will confirm the fact that you will not take a default against the Oregon Department of Transportation for a period of thirty days, as long as your clients accede to this request. If they do not agree, I am assuming you will give me ten days notice before applying for a default as required by ORCP.

I have been in contact with Mr. Oths in an attempt to resolve the access problems set forth in your complaint. I am assuming that the "Notice of Intent To Take Default" dated December 17, 1984 does not apply as far as the State of Oregon is concerned.

Very truly yours,

Robert A. Petersen
Assistant Attorney General

RAP/jep

7629

12-17-84

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR MORROW COUNTY

UMATILLA READY-MIX, an Oregon corporation,

Plaintiff,

vs.

THE STATE OF OREGON, by and through its Department of Transportation, Division of Highways; and MORROW COUNTY,

Defendants.

No. 7651

NOTICE OF INTENT TO TAKE DEFAULT

COMES NOW the plaintiff, by and through its attorneys, Kottkamp & O'Rourke, and give notice of its intent to take a default in the above entitled matter ten (10) days from the date hereof.

This notice is based upon ORCP 69B(2).

DATED this 17th day of December, 1984.

KOTTKAMP & O'ROURKE
Attorneys for Plaintiff

By ____________________
Stephen M. Bloom
Of Attorneys for Plaintiff

KOTTKAMP & O'ROURKE
ATTORNEYS AT LAW
331 S.E. 2ND - P.O. BOX 490
PENDLETON, OREGON 97801
TELEPHONE (503) 276-2141

State of Oregon }
County of Umatilla } ss

I hereby certify that the foregoing is a true and correct copy of the original.

____
of Attorneys for

Umatilla Ready Mix
v. Morrow County &
ODOT

STATE OF OREGON

INTEROFFICE MEMO

BEND, OR 97708

TO: J. B. Boyd
Right of Way Manager

DATE: December 5, 1984

FROM: Harold G. Brainerd
Region Right of Way Supervisor

SUBJECT: Lawsuit L-8598
Port of Morrow Interchange
Columbia River Highway
Morrow County
FAP: I-84-5(-)

RIGHT OF WAY ADMINISTRATION
RECEIVED
DEC 6 - 1984
M [✓ AM] ADM RBR CA L
PMS AS CE OS TA RU
0 1 2 3

As requested in your letter of November 29, 1984, I have reviewed the Complaint filed by Umatilla Ready-Mix against the Department of Transportation, Division of Highways, and Morrow County.

The file contains a full history of efforts that were undertaken to resolve this problem. Morrow County was kept advised of all efforts and steps that were undertaken in resolution efforts and their ultimate action of quit claiming their property rights away to the Tatone interests, with full knowledge of the fact that Umatilla Ready-Mix would in all probability file some type of legal action, defies me.

A review of the Complaint and a few comments are as follows:

Page 2 - Item 5
The only items on the property were a small storage shed, a water well, one piece of portable equipment, and several small piles of gravel. Umatilla Ready-Mix has not had sufficient business in the Boardman area to have had need to conduct any operations on the property for a number of years. The portable equipment is no longer on the property.

Page 2 - Item 6
This is true, but only to the portion of Umatilla Ready-Mix property that had been occupied by the batch plant. Terrain and an irrigation ditch made access to the remaining portion of the property feasible only by other County roads which were located at the north east corner.

Page 2 - Item 7
The State possessed only a permit from the Bureau of Land Management, which they conveyed by resolution.

Page 2 - Item 8
The monetary demand far exceeds the value of the small site utilized for the batch plant

Send copy to
Bob Peterson ✓
R-

Page 3 - Item 12

Umatilla Ready-Mix verbally advised me that they were satisfied with the roadway that was constructed. Our Project Manager, Mike Gardner, advises the road has been built to acceptable standards. Location and standards were reviewed with the Tatone and the Umatilla Ready-Mix people before construction. They were satisfied.

Page 3 - Item 13

The State did not attempt to transfer this roadway to Morrow County since the State had no underlying interest in the land. Morrow County was asked to except the right of way for this road when they quit-claimed their interest to the underlying fee holder, Tatone.

Page 3 - Item 15

I appeared before the County Court when they were discussing the roadway that we built. This was the first indication that had been received that there was any dissatisfaction with the roadway or its construction. The County's Engineer, Dave Krumbein, at that time stated that curve radius was insufficient for County road standards. After considerable discussion, I suggested that the County consider it a public road only. When the County Court session ended it was my opinion that the County Court had agreed to this. Apparently this was not correct since the Court, at a later date, quit-claimed all property rights north of the interchange to the Tatone interest.

In regards to your request for a recommended solution to the problem, I frankly don't have one. With my contacts with the Tatones in the interchange project I am confident that they won't release their interest in the road. The Judge made several remarks about the Tatones in the County Court session which tended to indicate they would be out to get all they could. They now have a good road into their property which the County has given them and they won't give it up. As far as I'm concerned, the State took the necessary efforts to resolve this problem when it first arose. The County gave approval to solve it as long as it didn't cost them any money, then gave the solution away. I felt the County did not act in good faith and the burden of the solution is up to them.

I plan to be in your office Thursday afternoon or Friday morning of this week and will be glad to discuss this in more detail at that time.

HGB:pw
cc: B. Hector

[illegible]

Pete

STATE OF OREGON **INTEROFFICE MEMO**

TO: Jack Sollis, Assistant
Attorney General & Counsel

Bob Hector
Region Engineer

Harold Brainerd, Region 4 & 5
Right of Way Supervisor

DATE: November 29, 1984

RECEIVED
NOV 30 1984
LEGAL

NOTED
JACK L. SOLLIS

JBBoyd

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Lawsuit
Summons & Complaint
L-8598

I am attaching to each of your letters a summons and complaint received by this office, regarding the construction of the Morrow Interchange. The contentions by Umatilla Ready-Mix are well known to this office.

Mr. Hector should investigate the contentions made on Page 3, items 12 and 13. A report should be written immediately in order that a reasonable course of action can be ascertained.

Mr. Brainerd should document his opinion of the material so that an appropriate answer may be made within the time specified.

Also, I would like each of you to identify your recommended solution to the problem.

JBB:jh

76-1

11-28-84 Peterson

Served
11/28/84
od
√ B
[illegible]
L-8598

In the CIRCUIT Court of the State of Oregon

for the County of Morrow

UMATILLA READY-MIX, an Oregon corporation

Plaintiff

vs.

THE STATE OF OREGON, by and through its Department of Transportation, Division of Highways; and MORROW COUNTY,

Defendants

No. 7651

SUMMONS

To DEPARTMENT OF TRANSPORTATION, Highway Division, Salem, Oregon 97310
Attn: J. B. Boyd

Defendant

You are hereby required to appear and defend the complaint filed against you in the above entitled action within thirty (30) days from the date of service of this summons upon you, and in case of your failure to do so, for want thereof, plaintiff(s) will apply to the court for the relief demanded in the complaint.

NOTICE TO THE DEFENDANT: READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion" or "answer." The "motion" or "answer" must be given to the court clerk or administrator within 30 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff's attorney or, if the plaintiff does not have an attorney, proof of service upon the plaintiff.

If you have any questions, you should see an attorney immediately.

SIGNATURE OF OREGON RESIDENT ATTORNEY

Stephen M. Bloom
TYPE OR PRINT NAME OF RESIDENT ATTORNEY

STATE OF OREGON;
County of Umatilla } ss.

I, the undersigned attorney of record for the plaintiff, certify that the foregoing is an exact and complete copy of the original summons in the above entitled action.

SBloom
ATTORNEY OF RECORD FOR PLAINTIFF(S)

TO THE OFFICER OR OTHER PERSON SERVING THIS SUMMONS: You are hereby directed to serve a true copy of this summons, together with a true copy of the complaint mentioned therein, upon the individual(s) or other legal entity(ies) to whom or which this summons is directed, and to make your proof of service on the reverse hereof or upon a separate similar document which you shall attach hereto.

Post office address at which papers in the above entitled action may be served by mail.

ATTORNEY(S) FOR PLAINTIFF(S)

734-970-L-8598

KOTTKAMP & O'ROURKE
ATTORNEYS FOR PLAINTIFF
331 S. E. 2nd Street - P. O. Box 490
Pendleton, Oregon 97801
Telephone (503) 276-2141

FORM No. 190—CIRCUIT OR DISTRICT COURT SUMMONS
STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR MORROW COUNTY

UMATILLA READY-MIX, an Oregon corporation,

Plaintiff,

vs.

THE STATE OF OREGON, by and through its Department of Transportation, Division of Highways; and MORROW COUNTY,

Defendants.

No. 7651

COMPLAINT

COMES NOW the Plaintiff, by and through its attorneys, Kottkamp & O'Rourke, and for its first claim of relief asserts and alleges as follows:

1. At all material times herein Plaintiff was and is an Oregon corporation.

2. Morrow County is a county of the State of Oregon.

3. At all material times herein, Plaintiff was and is the owner of the property, shown on the map, attached hereto, marked Exhibit A, and by this reference incorporated herein.

4. At all material times herein, Defendants were the owners and responsible for the care and upkeep of that certain county road, formerly known as Old Highway 30, also known as Old Columbia River Highway, now county road by Resolution No. 427 ("Columbia River Road"), extending in a general Easterly and Westerly direction in Morrow County, Oregon and also shown in the map, attached hereto, marked Exhibit A, and by this reference

incorporated herein.

5. Plaintiff has a ready-mix plant on its property described in paragraph 3.

6. In May, 1983, the Defendant State of Oregon began constructing the Port of Morrow interchange in Morrow County, Oregon. In the process of construction the State blocked Plaintiff's access to its Boardman plant. The best and only economically feasible and realistic access to the plant, which Plaintiff has been using for over five years, is through the gate which abutts and adjoins the Columbia River Road.

7. The State conveyed said Columbia River Road to the County by deed approximately fifteen years ago and it has been on the County deed books as a county road ever since. The County, without following the necessary statutory procedures for vacating a county road, reconveyed the road and its access for the Plaintiff back to the State of Oregon.

8. Plaintiff has been irreparably damaged by the Defendant Morrow County's unilateral action with regard to the denial of access to its Boardman plant. Said acts by Defendant Morrow County constituted a denial of due process and a taking without just compensation and unreasonably interferred with Plaintiff's use and enjoyment of its property. Plaintiff has suffered damages in the amount of $100,000.00 for the diminution of its property's value.

9. Defendant Morrow County's actions constituted an inverse condemnation and Plaintiff is entitled to its reasonable

attorney's fees herein.

10. Notice of this claim was sent certified and regular mail to Defendants on June 10, 1983.

For its second claim, Plaintiff asserts and alleges:

11. Plaintiff reasserts paragraphs 1 through 10 as if the same were set forth herein.

12. The State, in an attempt to give Plaintiff access to its plant, did, by and through its Department of Transportation, Highway Division, build a road from the Southerly portion of Plaintiff's property, Northerly and thence Westerly to a connection with the Columbia River Road. The road that the State constructed was negligently built in that it did not meet acceptable road building standards in that it did not have proper grade and curves.

13. The State attempted to transfer this road to Morrow County but the County, because the road was negligently constructed, would not accept it, and Plaintiff was deprived of its access. Plaintiff has been damaged by Defendant State of Oregon's negligence in the sum of $100,000.00 for diminution in the value of its property.

For Plaintiff's third claim, it asserts and alleges:

14. Plaintiff realleges paragraph 1 - 10, 11, 12 and 13.

15. After the State attempted to transfer the road to Morrow County, and Morrow County refused to accept the land as a road, the Defendant Morrow County deeded and transferred the pro-

perty on which the road was located to Joseph Tatone on or about May 30, 1984.

16. In its transfer to Tatone, Defendant Morrow County again did not follow the necessary and appropriate State and County procedures. This unilateral act by Morrow County again removed Plaintiff's access to its property, and returned Plaintiff to the position it had before the Plaintiff's letter of June 10, 1983.

17. The Plaintiff, because of Defendants' actions as outlined in the second and third claims, demanded in a letter sent certified and regular mail and dated August 22, 1984 that its access be returned immediately. To date of filing its complaint, neither Defendant has taken any action to return Plaintiff's access.

18. Plaintiff has suffered damages in the sum of $100,000.00 for the diminution of the value of its property.

WHEREFORE, Plaintiff prays for judgment against Defendants in the sum of $100,000.00, plus its reasonable attorney's fees and costs and disbursements incurred herein.

KOTTKAMP & O'ROURKE
Attorneys for Plaintiff

By SM Bloom
Stephen M. Bloom
Of Attorneys for Plaintiff

State of Oregon }
County of Umatilla } ss
I hereby certify that the foregoing is a true and correct copy of the original.

of Attorneys for Plaintiff

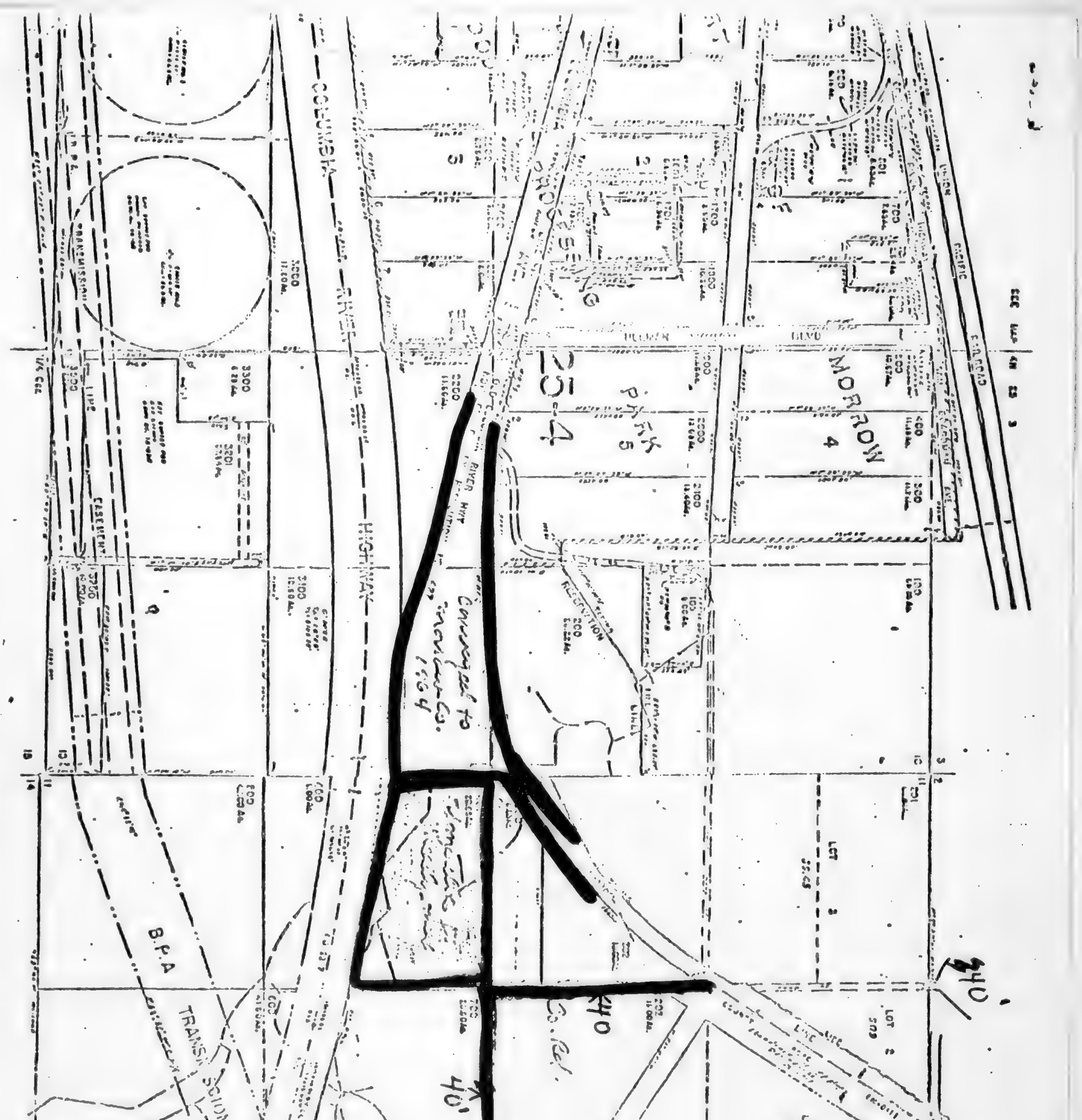
MORROW
4
PARK
5
25-4
25-4
COLUMBIA
RIVER
HIGHWAY
TRANSMISSION
LINE
B.P.A
TRANSMISSION
LINE
EASEMENT
RESERVATION
BLVD
LOT 3
LOT 2
LOT 1
40
40'
40
Co. Rd.
Conveyed to Morrow Co. 1964

EXHIBIT A

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Port of Morrow Interchange

WEEK ENDING: July 28,1984

SECTION PREFIX: 625-1076

HIGHWAY: Columbia River

COUNTY: Morrow

NAME OF JOB: Port of Morrow Interchange

KIND OF WORK: Grading, Paving, Structures, and Signing

CONTRACTOR: Ross Bros. Constr., Inc.

CONTRACT NUMBER: 9629

FEDERAL AID PROJECT NUMBER: IR-84-5(3)164

DATE OF CONTRACT: May 3, 1983

DATE WORK STARTED: May 17,1983

ESTIMATED COMPLETION DATE: May 25,1984

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 375

CALENDAR DAYS USED 371

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 99%

PROJECT AUTHORIZATION $1,578,822.19

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98

EXCLUSIVE OF ENGINEERING $1,466,550.39

ENGINEERING AUTHORIZATION $112,271.80

This week: -0-

ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $1,529,455.87

ENGINEERING COST TO DATE $134,983.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 104

ESTIMATED PERCENT overrun ~~OVERRUN~~ ~~UNDERRUN~~ 4.0 %

PERCENT OF AUTHORIZATION 120 %

DATE PROJECT WAS COMPLETED: May 24,1984

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	C.T.B.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.88	0.88		0.88	0.88
MILES PARTIALLY COMPLETED	0.88	0.88		0.88	0.88
MILES COMPLETED	0.88	0.88		0.88	0.88
TOTAL ESTIMATED QUANTITIES (CONTRACT)	267,585 cy	11,500 tn		13,500 tn	8,500 tn
TOTAL QUANTITIES CORRECTED TO DATE	242,300 cy	12,520 tn		14,838 tn	8,500 tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	242,300 cy	12,520 tn		14,838 tn	8,500 tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO	16611	16612						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE F CAE ...... RECEIVED LS ...... TC ......
SA ...... CC ......
COE ...... CM ...... FE ......
CA ...... JUL 30 1984 MA ......
CAM ...... CONSTRUCTION OCS ......
CP ...... SECTION FILE ......
EEO ......

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	NO ACTIVITY BY CONTRACTOR, PROJECT COMPLETE
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Awaiting asphalt invoice and PR-47 report from contractor. Semi-final will be submitted in one-two weeks.

SIGNED Ed Neilsen for M.J. Gardner, Project Mgr. LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT COPIES

STATE OF OREGON **INTEROFFICE MEMO**

NOTED
W. E. SCHWARTZ

Bend, Oregon, 97708

TO: MEMO TO THE FILE

DATE: June 26, 1984

FROM: Harold G. Brainerd
Region Right of Way Supervisor

SUBJECT: File 52865 - Tatone
Port of Morrow Interchange Section
Columbia River Highway
Morrow County
FAP: I-84-5(-)

RIGHT OF WAY ADMINISTRATION
RECEIVED
JUN 27 1984
AM ADM RBR CA RS
PMS AS CE OS TA RUE
0 1 2 3 4 F

RECEIVED
STATE HWY ENGR
JUN 28 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Contact was made with Mr. George Corey, attorney representing the Tatones, owners of subject file. I advised Mr. Corey that my contact was made relative to the fact that we had not received the deed for the necessary right of way at the interchange, which deed was to be exchanged for five acres from the Port of Morrow property ownership. Mr. Corey advised that all deeds had been signed several weeks ago in his office and were currently in the possession of his clients. He was also hopeful that all the various problems in this area would work themselves out. This transaction has been complicated by the various side agreements entered into by the Port of Morrow and Morrow County with the Tatones and other ownerships.

One of the major problems in the area that arose was the construction of a, to be, public roadway into the Umatilla Ready Mix property, which passed through land upon which the Tatones had the underlying fee ownership. The file documents the history of this road construction and the degree to which the County Judge and Morrow County legal counsel were kept informed on the status of this situation. Attorney Corey advised me that the County has Quit Claimed all land ownership north of the interchange facility, which includes this road right of way to the Tatones. I advised Mr. Corey that I noticed at the present time the Tatones have put a locked gate on this roadway which would prevent the public and, of course, Umatilla Ready Mix from using the road. I advised Mr. Corey that I would anticipate the Umatilla Ready Mix would reactivate their lawsuit for access and that the resulting problem would be entirely Morrow County's since the Highway Commission had done everything within its power to resolve the problem.

It is also anticipated that some citation will be received from the Federal Highway Administration in connection with the construction of this roadway since they participated in the construction costs on it, based on the assumption that it was to be a public road.

Mr. Corey advised that he would inform his clients I had been in and if anything further came up on the file, he would be in contact with me.

cc Pat Schwartz

HGB:pw

cc: J.B.Boyd ✓
R. Hector

81-123-1987

MISC C & A No. 8001

BRAAT, Arnold J. & CARLSON, Merle F. - Agreement covering relocation of 34-inch irrigation pipeline to accommodate part of Morrow Interchange construction.

MISC. CONTRACTS and
AGREEMENTS No. 8001

11-9-83
note to record

On Nov report

1-87

ROAD DESIGN SECTION DES 16

Mike Gardner
Project Manager

September 20, 1983

Donald R. Adams, P.E.
Final Design Engineer

Sign Shop Drawings
Port of Morrow Interchange
Columbia River Highway
Morrow County
Contract No. 9629

RECEIVED
SEP 21 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmayer
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up ____/____/____
Action

Attached are three sets of approved shop drawings for the Type "A" and "B" signs on the above-named project.

One set should be retained by you for field inspection purposes, one set forwarded to Don Wackerbarth's office for shop inspection of the signs and one set sent to Traffic Control Sign Company for sign fabrication.

WGB:ja

Attachments

cc C. T. Keasey
W. Anhorn
W. G. Beard

91-4

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:

June 30, 1983

Mr. Herman Winter
Winter, Sweeney & Doherty
Attorneys at Law
P.O. Box 582
Heppner, Oregon 97836

RE: Umatilla Ready-Mix
Port of Morrow Interchange
Columbia River Highway
Morrow County
FAP-I-84-5(-)

Dear Mr. Winter:

In response to your letter of June 8, 1983, our office has begun an investigation of the circumstances of the access problem at Umatilla Ready-Mix plant in Boardman.

Our Right of Way Supervisor, Mr. Harold Brainerd, has met with Mr. Bud Englert, Manager of the Umatilla Ready-Mix at the Heppner plant. Mr. Brainerd is attempting to find a solution to the problem which you brought to our attention. We will be in contact with you in the near future regarding a solution.

Very truly yours,

JB Boyd

J. B. Boyd, PE, PLS
Right of Way Manager

JBB:jr

cc: Harold Brainerd
H. S. Coulter ✓

RECEIVED
STATE HWY ENGR
JUL 1 '83
REFER TO
FOR

Info	Invest	R/D	B/R	Sign	Act	File

Form 734-3122

1627

ROW 12

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.

June 30, 1983

Mr. Stephen M. Bloom
Kottkamp & O'Rourke
Attorneys at Law
P.O. Box 490
Pendleton, Oregon 97801

RE: Umatilla Ready-Mix
Port of Morrow Interchange
Columbia River Highway
Morrow County
FAP-I-84-5(-)

Dear Mr. Bloom:

In response to your letter of June 10, 1983, our office has begun an investigation of the circumstances of the access problem at Umatilla Ready-Mix plant in Boardman.

Our Right of Way Supervisor, Mr. Harold Brainerd, has met with Mr. Bud Englert, Manager of the Umatilla Ready-Mix at the Heppner plant. Mr. Brainerd is attempting to find a solution to the problem which you brought to our attention. We will be in contact with you in the near future regarding a solution.

Very truly yours,

JB Boyd

J. B. Boyd, PE, PLS
Right of Way Manager

JBB:jr

cc: Harold Brainerd
H. S. Coulter ✓

Form 734-3122

CON 21

STATE OF OREGON **INTEROFFICE MEMO**

DEPT. TELEPHONE

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: June 11, 1980

FROM: William L. Cranford
Urban Studies Engineer

Bill

SUBJECT: Port of Morrow, New I-84 Access

Representatives of the East-Central Oregon Association of Counties were in my office on June 5, 1980. They asked for the status of the application for new I-84 access.

While they were here, I called Vernon Cusack, FHWA and learned that our most recent information had been forwarded to Washington from the FHWA Portland office with an unfavorable recommendation. I asked Vern for a copy of their transmittal. A copy is attached.

The ECOAC people tell me that the items sent for "information" do not reach the Secretary's desk. Please note the wording of the first paragraph of the FHWA letter. It may agree with the ECOAC statements in that the FHWA treat our expressed desires to give the Secretary the opportunity to review as "suggestions". That fact is, we have never specifically asked that our application be submitted to the Secretary. The last suggested draft I furnished did this, but it was deleted from the letter that went out.

The ECOAC people tell me that Representative Ullman's office states that the information is not getting through to the Secretary and that the project is dead.

When talking to Vern Cusack, I asked what the FHWA would do if the Port of Morrow and other local agencies would pay for the interchange, and pointed out that they have taxing authority and could levy user's fees. Vern said that if the locals wanted the interchange that bad that the FHWA would likely reconsider their position.

This seems to agree with my continued feeling that in this particular case, we would have, perhaps, gotten farther by first attempting to get permission for new access and settled the financing matter later.

You may want to show the FHWA transmittal letter to our administration. It might be advisable to transmit copies to the locals. We also might try to find out from the local FHWA how to insure that the Secretary will see the application.

I personally am convinced that the locals can and would finance an interchange, if necessary with no more than token financial help from the State. I have nothing concrete to prove this, other than remarks from locals that seem to point that way.

On June 20, a major expansion of the Port will be announced, with the Governor having a role. I believe our administration will want to be fully informed and have any possible course of action in mind before that time. At my level, I think all has been done that I can think of.

WLC:dpy

Attachment

Form FHWA 121 (8/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: New I-84 Access
Boardman Area

Date: May 23, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.4/5-OR 711.11

To: Mr. M. Eldon Green, Deputy Regional Administrator
Portland, Oregon HED-010.7

The State is requesting reconsideration of our December 19, 1979 unfavorable finding for an additional access at Boardman and has repeatedly suggested that their request be sent forward to the Secretary of Transportation for his consideration.

I am forwarding supplemental information the State has furnished us to support their previous request. The additional data is contained in the attached reports dated February 14 and April 24, 1980. The State's initial request was submitted to you on December 19, 1979.

I have conducted an onsite investigation and have carefully reviewed all the information which has been submitted as part of the new access request and I offer the following comments:

1. Since the initial request was received, Alternate No. 3, a frontage road along the north side of the freeway, has become less desirable with the recent identification of an existing wildlife area with which this alternative would directly impact.

2. The present interchange has adequate capacity to handle current and future traffic except possibly during short duration highly localized periods when trucks may back up on the ramp. Information regarding the severity of the problem is unclear as Mr. McKingley, Director of Public Safety, City of Boardman (see attachment to State's report dated April 24, 1980), indicates he has no recollection of ever "having seen traffic backed up to the point that vehicles actually had to remain on the freeway and wait to exit". Others, less familiar with the area, have reported backups on the freeway. Our Area Engineer travels this freeway on a regular basis and has never witnessed the alleged problem.

3. Vehicles backed up onto the freeway waiting to exit would cause severe operational conflicts on the freeway. However,

NOTED
WM. L. CRANFORD

RECEIVED
JUN 9 1980
URBAN STUDIES UNIT

alternate measures such as added ramp capacity and improved intersection characteristics at the cross street would eliminate backups onto the freeway. This option, however, would not eliminate truck traffic through the City of Boardman which is one of the benefits to be derived from implementing a new access as the State proposes.

Based on the State's studies and the potential for minor modification to the existing interchange which would correct any freeway conflict that may exist, I am unable to favorably support the State's request for a new interchange. I am also unable to favorably support the State's request to fund a new interchange using interstate funds as this is a completed section of the interstate system which was opened to traffic in 1964.

for G. L. Green

Attachments

Carter/Hassner:bg

PROJECT MANAGEMENT BRANCH
ASME ☐ STE ☐
PLE ☐ RE ☐ PRE ☐
JUN 6 1990
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

KOTTKAMP & O'ROURKE
ATTORNEYS AT LAW
331 S E 2ND STREET
P O BOX 490
PENDLETON, OREGON 97801

JOHN H. KOTTKAMP
ROBERT E O'ROURKE
STEPHEN M. BLOOM

TELEPHONE
AREA CODE 503
276-2141

NOTED
H. S. COULTER

RECEIVED
13 1983
LEGAL

NOTED
W. E. SCHWARTZ

NOTED
JACK L. SOLLIS

June 10, 1983

Director of Department of
General Services
1225 Ferry, S. E.
Salem, Oregon 97301

Harold G. Brainerd
Department of Transportation
Highway Division Region 4
P. O. Box 5309
Bend, Oregon 97708

Judge Don McElligott
Morrow County Judge
Morrow County Court
Morrow County Courthouse
Heppner, Oregon 97836

Rick McNerney
District Attorney
Morrow County Courthouse
Heppner, Oregon 97836

Attorney General
✓Department of Justice
100 Justice Building
Salem, Oregon 97310

Attn: Department of Transportation
Division

RECEIVED STATE HWY ENGR						
JUN 14 '83						
REFER TO Schwartz						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File
X						

NOTED
W. E. SCHWARTZ

OREGON TORT CLAIMS NOTICE
CLAIMANT: UMATILLA READY-MIX
ADDRESS: 460 W. Elm, Hermiston, Oregon 97838
CLAIM ASSERTED AGAINST: OREGON STATE DIVISION
OF HIGHWAYS
MORROW COUNTY COURT

Our office represents Umatilla Ready-Mix of Hermiston, Oregon which has a ready-mix plan in Boardman, Oregon. In May, 1983, the State of Oregon began construction of the Port of Morrow interchange. In the process of construction the State has completely blocked our client's access to its Boardman plant. The best and only econmically feasible and realistic access to the plant, which our client has been using for at least five years, is through the gate which abutts and adjoins the Old Highway 30.

Our investigation reveals that the State conveyed this road to the County by deed approximately 15 years ago and that it has been on the books as a county road ever since. On contacting Harold G. Brainerd, State Highway

Region Right-of-Way Supervisor, he relates that the County conveyed the road, and its access for our client, back to the State without following the necessary statutory procedures for vacating a county road. Our client has been irreparably damaged by the Morrow County Court's unilateral action with regard to the denial of access to its Boardman plant.

Notice of this claim is being sent to you certified mail and regular mail. Demand is made that our client's access be returned immediately. A lawsuit will be filed in the near future seeking a declaratory judgment that the Morrow County Court did not follow statutory procedures for vacating the county road and that this denial of access to our client was a "taking without just compensation" in violation of the Oregon constitution. The suit will also seek a "stop work order" against the State until this matter can be resolved.

Sincerely,

KOTTKAMP & O'ROURKE

By:

SMB:ch

rll OSHD (Coulter

STATE COPY

INITIAL REPORT

U.S DEPARTMENT OF TRANSPORTATION
F RAL HIGHWAY ADMINSTRATION

REGION NO. 10	REPORT NO. 1	COUNTY Morrow	DIVISION Oregon
DATE OF INSPECTION 5/23/83	INSPECTION MADE BY David B. Carter, Area Engineer		PROJECT NO. IR-84-5(3)164

Original Signed by
D. B. Carter
Area Engr.

IN COMPANY WITH

M. Gardiner, Project Manager, OSHD

LOCATION

Approximately 1.8 miles east of Boardman on I-84, Columbia River Highway

CONTRACTOR NAME AND ADDRESS

Ross Bros. Construction Inc., 3501 Brooklake Road NE, Salem, OR 97303

AWARD DATE 5/3/83	CONTRACT AMOUNT $1,355,497.50	TIME ALLOWED 375 C D	TIME STARTED 5/16/83	WORK STARTED 5/17/83
QUALITY OF WORK -----------	PROGRESS OF WORK -----------	TIME ELAPSED 2%	WORK COMPLETED 0%	

RECEIVED
STATE HWY ENGR
JUN 20 '83
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ

Cy
6/22

REMARKS

PORT OF MORROW INTERCHANGE SECTION
COLUMBIA RIVER HIGHWAY
Grading, Paving, Structures, & Signing

This project provides for the construction of a diamond interchange on I-84 approximately 1.8 miles east of the existing Boardman Interchange.

Work Completed

None.

Work in Progress

The contractor has moved some equipment onto the project and was doing some rough grading on the detour legs of the interchange. The grading operation itself was not interfering with traffic on the freeway, however, the contractor was bringing a water truck across the freeway. This movement was being controlled with one flagman and a substandard set of signs. Mr. Gardiner informed the contractor that all signing and flagging operations must meet minimum requirements and that future operations which affect freeway traffic must be approved prior to begining work.

Form FHWA-1446 (12-73) Formerly PR-33 A   Previous Editions of PR-33A will Not Be Used.

I 84

ROAD DESIGN SECTION DES 16

R. D. Hector
Region V Engineer

April 26, 1983

J. H. Versteeg
Road Design Engineer

Port of Morrow Interchange Project

This memo confirms our discussion concerning the conflict with the irrigation pipe on the subject project.

We will proceed with the project as designed and open bids on April 28, 1983 without further revisions. Any adjusting of the irrigation line will be done as Extra Work, as shown on the plans.

During the irrigation season, March 1 to November 1, the pipe should be protected with a concrete cap and/or the detour grade line adjusted to sufficiently protect the pipe.

From November 1 to March 1, the contractor can adjust the pipe as required to complete the project.

Please discuss these matters with the successful bidder at the Pre-construction Conference to ensure that he is aware of the time restrictions involved in dealing with the irrigation district.

SHM:TB:ja

cc Don Adams
Steve Macnab
Jack Cartwright

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
APR 27 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
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4-6-83

10090 rll

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U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-5(3)164

2. STATE PROJECT NO. See below

2A. COUNTY NAME Morrow

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 10090

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 4/6/83

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
Port of Morrow Interchange section

11. GENERAL DESCRIPTION OF WORK
Grade, pave, structures and signing

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

Permanent Pavement Striping S.F.	$3,700
Temporary Pavement Striping S.F.	$1,400
Temporary Erosion Control	$2,000
on the job training	$ 800

13. REMARKS

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Swan's 4/4/83 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,905,308 Federal Funds $1,756,986.

A signed copy of the Title Sheet is returned herewith.

RECEIVED
STATE HWY ENGR
APR 13 '83
REFER TO
Potter
FOR
Info Invest R/D D/R Sign

14. DATE 4/6/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoss

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

9626

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: January 21, 1983

To: Executive Department
Federal-Aid Coordination Unit

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Federal-Aid Funding Application

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
10090	IR-84-5(3)164	Port of Morrow Interchange #8011-2-10 PE #8108-2-170 EA

JLG:bks
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

9629

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: January 21, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan, P.E.
Acting Program Section Manager

Subject: Project Data Submission
Item No. 10090
Project No. IR-84-5(3)164
Port of Morrow Interchange Section
Morrow County

Attached support data consists of PR-1 form and project map for the subject project.

It is the Oregon State Highway Division's present intention to receive bids for this project on February 24, 1983.

A copy of the State Clearinghouse A-95 review conclusions was forwarded previously.

JLG:bks
Attachments
cc: R.D. Hector (Region 5)
General Files

Form 734-3122

9624

8

January 14, 1983

Morrow County Court
P. O. Box 338
Heppner, OR 97836

AGR 4-2

Attention: Barbara Bloodsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 222

Gentlemen or Ladies:

Attached for your files is a fully executed copy of a Throughway Agreement to construct the Port of Morrow Interchange Section of the Columbia River Highway (I-84).

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

RECEIVED
TECHNICAL SERVICES
JAN 10 '83
REFER TO
FOR
File
Act
Sign
D/R
R/D
Invce
Info

January 7, 1983

Mr. Arnold Braat
Rt. 1 - Box 74
Boardman, OR 97818

Irrigation Pipe Conflict
Port of Morrow Interchange Section
Columbia River Highway
Morrow County
File Reference PFX 625-1969
Permit No. 18338

Dear Mr. Braat:

Enclosed are preliminary plans for the proposed construction of the Port of Morrow Interchange Section of the Columbia River Highway. The present tentative schedule calls for the opening of contract bids for the project on February 24, 1983. A 30-inch steel irrigation pipe owned by you, crossing the highway at Station 1488+20, will conflict with the construction of the proposed interchange.

Approximately 120 feet of the 30-inch irrigation pipe conflicts with the construction of the westbound off ramp ("A" Line). Approximately 117 feet of the 30-inch irrigation pipe conflicts with the construction of the eastbound off ramp ("C" Line). A total of approximately 237 feet of the irrigation line is in conflict. 224 feet of the conflicting irrigation pipe is located on private property and 13 feet on State highway right of way. The cost of relocating the conflicting irrigation pipe located on private property is the responsibility of the State Highway Division. The cost of relocating the portion of conflicting irrigation pipe located on State Highway right of way is your responsibility as set forth in our Permit No. 18388 dated December 7, 1976.

The State proposes to include the relocation of the 30-inch irrigation pipeline as a bid item in the Highway Division's contract for the construction of the Port of Morrow Interchange. The relocation of the pipeline would be accomplished during the non-irrigation season. The construction of the relocated pipeline would be accomplished subject to your inspection and approval. A cross-section of the proposed highway construction is enclosed which shows (colored in yellow) the proposed relocation of your 30-inch irrigation pipe.

The length of irrigation pipe to be relocated on State Highway right of way, at your cost, is relatively minor. The State is of the opinion that the cost of negotiating a reimbursement agreement, keeping track of construction costs, processing correspondence and billing would nearly equal or exceed the cost of relocating the 13 feet of pipe located on State highway right of way. The State, therefore, will not bill you for the cost of relocating the 13 feet of conflicting irrigation pipe located on State highway right of way.

Please advise as to the beginning and ending dates of your irrigation season so that the State may plan the relocation of the irrigation pipe during the non-irrigation season.

If the terms set forth above for the relocation of your conflicting 30-inch irrigation pipe are acceptable, please sign in the space provided below and return the signed duplicate copy.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

APPROVAL

THE TERMS SET FORTH ABOVE FOR
THE RELOCATION OF MY CONFLICTING
30-INCH STEEL IRRIGATION PIPE
ARE ACCEPTABLE

BY______________________________

BY______________________________

DATE____________________________

JMC/llr
Enclosures

bc: ✓ E. S. Hunter
J. H. Versteeg
J. B. Boyd
R. D. Hector
Harlan Gerlach

9629

8

U.S. Department
of Transportation
**Federal Highway
Administration**

**NOTED
H. S. COULTER**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-84-5(1)165
Port of Morrow Interchange Section
Bridge Nos. 16611 & 16612

Date: December 20, 1982

From: Division Administrator

Reply to Attn. of: HBR-OR

To: Mr. H. S. Coulter, State Highway Engineer
Attn: Mr. Walt Hart, Bridge Engineer

We have reviewed the preliminary plan data submitted under Mr. Wallace's signature October 25, 1982. We find the plans acceptable and recommend you proceed with design.

Dale E. Wilken

RECEIVED
STATE HWY ENGR

DEC 21 '82

REFER TO
Hart

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9629

8

December 9, 1982

Corey, Byler & Rew
Attorneys at Law
P. O. Box 218
Pendleton, OR 97801

Attention: George H. Corey

Gentlemen:

This is in response to your inquiry regarding Joe Tatone of Boardman.

Resolutions are numbered at random consecutively. While resolutions #427 and #429 relate to real property in the Boardman area, resolution #428 is a totally different subject. It pertains to property on the Oregon Coast Highway.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

RWG:dc

COREY, BYLER & REW
ATTORNEYS AT LAW
222 S. E. DORION AVE.
P. O. BOX 218
PENDLETON, OREGON 97801

GEORGE H. COREY
ALEX M. BYLER
LAWRENCE B. REW
STEVEN H. COREY
DOUGLAS E. HOJEM

TELEPHONE
AREA CODE 503
276-3331

December 6, 1982

Department of Transportation
Transportation Building
Salem, Oregon 97310

Re: Highway Commission Resolution No. 428

Attn: Commission Services

Gentlemen:

We are assisting Joe Tatone of Boardman in the determination of the extent of his title to land described in his patent in Section 10, Township 4 North, Range 25, E.W.M.

We have examined Resolutions Numbers 427 and 429 which pertain to abandonment of highway rights of way in the vicinity of the Tatone property.

Assuming that there is a Resolution Number 428, can you advise us if it relates to real property in the Boardman area and if so, it will be appreciated if you can furnish us a copy thereof. If it does not relate to real property in the Boardman area, we will not need a copy but it would be helpful if you could write and advise briefly the content of such Resolution. If there is any charge for this service, please advise and we will send you our check by return mail.

Sincerely yours,

COREY, BYLER & REW

By George Corey

GHC:mf

cc: Mr. Joe Tatone
Box 152
Boardman, Oregon 97818

RECEIVED
DEC 9 1982
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

[illegible] 7-8
[illegible]
[illegible]

COREY, BYLER & REW
ATTORNEYS AT LAW
222 S. E. DORION AVE.
P. O. BOX 218
PENDLETON, OREGON 97801

GEORGE H. COREY
ALEX M. BYLER
LAWRENCE B. REW
STEVEN H. COREY
DOUGLAS E. HOJEM

TELEPHONE
AREA CODE 503
276-3331

November 24, 1982

Mr. Wayne Schwandt
Port of Morrow
Nelson Square
Boardman, Oregon 97818

Dear Wayne:

This will confirm our telephone conversation of November 24 at which time I advised you that we are representing Joe Tatone with respect to his ownership of property on both sides of the freeway in the vicinity of the proposed underpass in the Boardman area. As you know he has a patent to this land described generally as the Northeast Quarter of the Southeast Quarter and the North Half of the Northwest Quarter of the Southeast Quarter, Section 10, Township 4 North, Range 25, E.W.M.

You have advised me that you have been negotiating for acquisition of property for the underpass in behalf of the Highway Division and that you will keep me advised of developments. Also you were going to search your files and send me a copy of any title reports or title searches involving the subject property.

Thank you for your courtesy in this regard.

Sincerely yours,

COREY, BYLER & REW

By George Corey

GHC:mf

cc: Board of Commissioners
Morrow County Court House
Heppner, Oregon 97836

cc: Mr. Joe Tatone
P. O. Box 152
Boardman, Oregon 97818

cc: Department of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
NOV 26 '82
REFER TO Boyd
FOR

Info	Inves	R/D	D/R	Sign	Act	File
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cy 11/26

Ed

96-39

I-84 w

STATE OF OREGON

Highway - Traffic

INTEROFFICE MEMO

TRA 23

TO: D. N. Stoudenmeyer
Design Supervisor

DATE: December 2, 1982

FROM: L. E. George
Traffic Engineer

SUBJECT: Sign Plans
Port of Morrow Interchange (Exit 165)
Columbia River Highway (Interstate 84)
Morrow County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

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DEC 06 1982
ROAD DESIGN
SECTION

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Attached are two prints of the approved sign study plans for the Port of Morrow Interchange.

L E George

L. E. George
Traffic Engineer

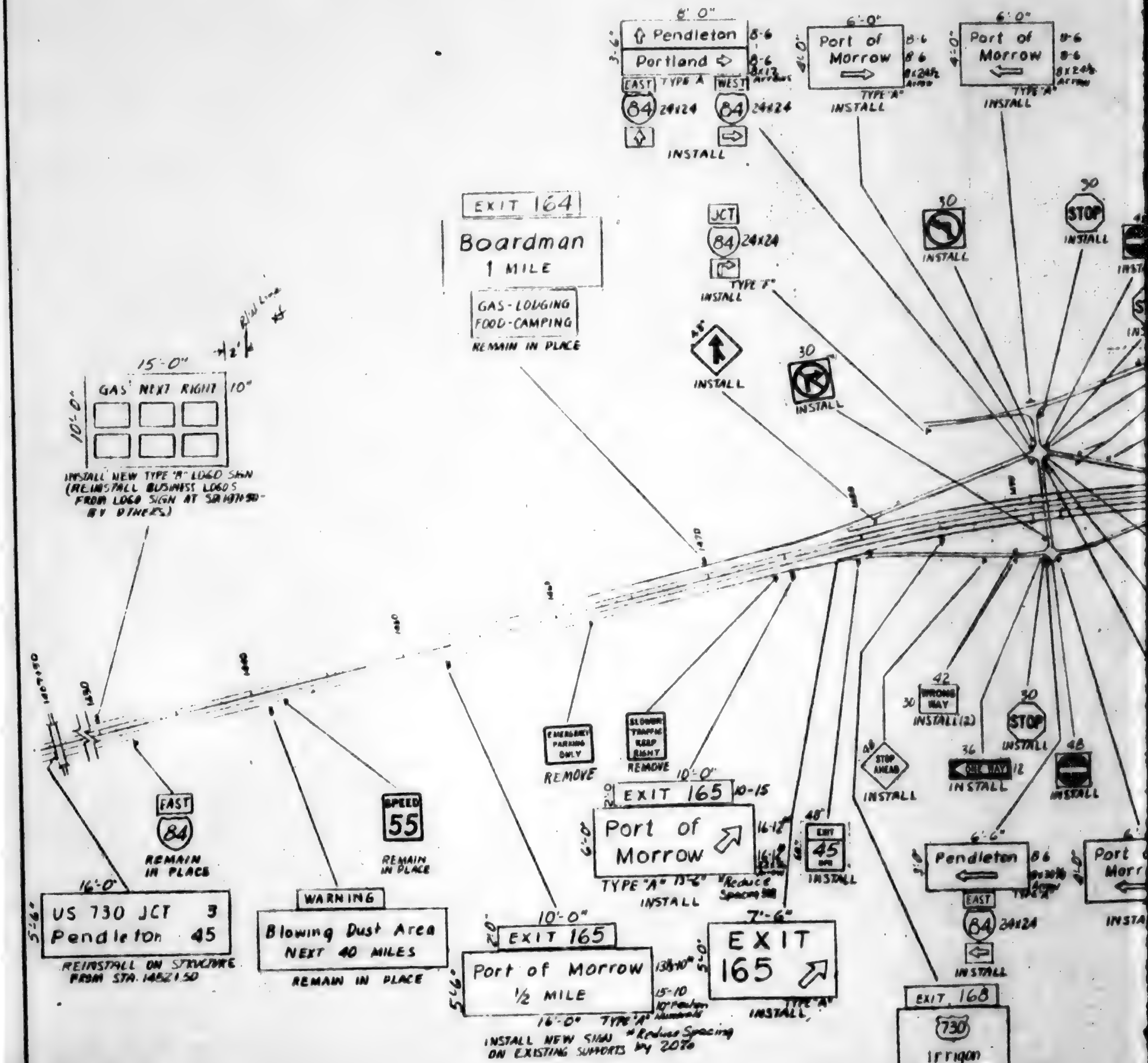
ELS:ds
Attachments

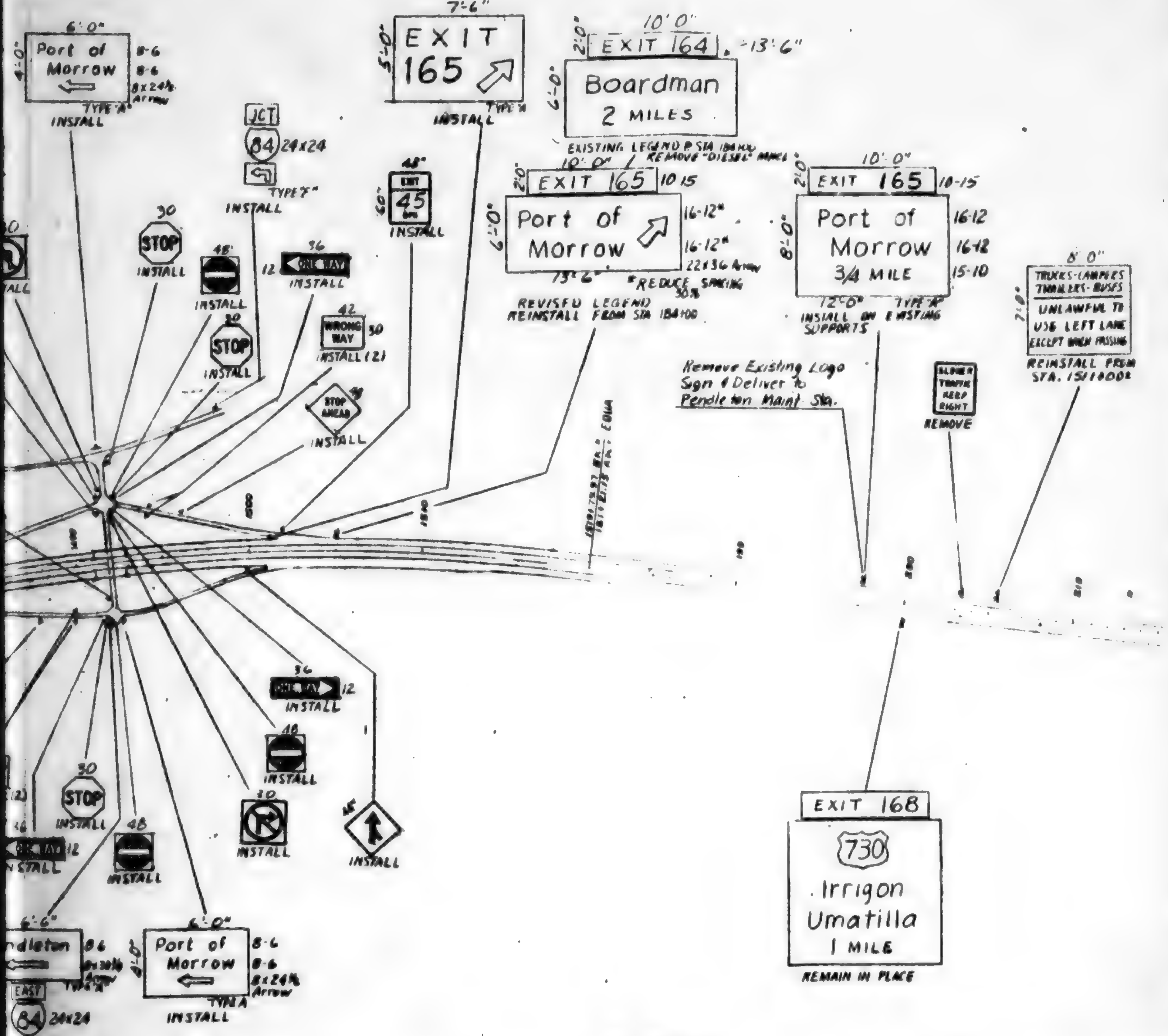
cc: R. D. Hector
H. W. Oswald

1 print kept by Beard

81-125-1367

Contains Recycled Materials


8'-0"
3'-6"
Pendleton 8-6
Portland 8-6
8x12 Arrows
EAST TYPE A
WEST
84 24x24
84 24x24
INSTALL
6'-0"
4'-0"
Port of Morrow 8-6 8-6
8x24½ Arrow
TYPE "A"
INSTALL
6'-0"
4'-0"
Port of Morrow 8-6 8-6
8x24½ Arrow
TYPE "A"
INSTALL
30
INSTALL
30
STOP
INSTALL
INSTALL
EXIT 164
Boardman
1 MILE
GAS-LODGING
FOOD-CAMPING
REMAIN IN PLACE
JCT
84 24x24
TYPE "F"
INSTALL
48
INSTALL
30
INSTALL
R/W Line
2'
15'-0"
10'-0"
GAS NEXT RIGHT
10"
INSTALL NEW TYPE "A" LOGO SIGN
(REINSTALL BUSINESS LOGOS
FROM LOGO SIGN AT STA 1471+50 -
BY OTHERS)
1470
1460
1450
1440
1430
1427+50
EMERGENCY PARKING ONLY
REMOVE
SLOWER TRAFFIC KEEP RIGHT
REMOVE
42
30
WRONG WAY
INSTALL(2)
30
STOP
INSTALL
48
STOP AHEAD
INSTALL
36
ONE WAY
12
INSTALL
48
INSTALL
EAST
84
REMAIN IN PLACE
SPEED
55
REMAIN IN PLACE
10'-0"
EXIT 165 10-15
6'-0"
Port of Morrow 16-12
16-12
TYPE "A" 13-2"
*Reduce Spacing
INSTALL
48"
EXIT
45
MPH
INSTALL
6'-6"
Pendleton 8-6
8x30½ Arrow
TYPE "A"
EAST
84 24x24
INSTALL
Port of Morrow
INSTALL
16'-0"
5'-6"
US 730 JCT 3
Pendleton 45
REINSTALL ON STRUCTURE
FROM STA. 1482+50
WARNING
Blowing Dust Area
NEXT 40 MILES
REMAIN IN PLACE
10'-0"
2'-0"
EXIT 165
5'-6"
Port of Morrow 13.8-10"
½ MILE 15-10
10" Fraction Numerals
16'-0" TYPE "A"
INSTALL NEW SIGN
ON EXISTING SUPPORTS
*Reduce Spacing by 20%
7'-6"
5'-0"
EXIT 165
TYPE "A"
INSTALL
EXIT 168
730
Irrigon
Umatilla
2 MILES
REMAIN IN PLACE


6'-0"
4'-0"
Port of Morrow
8-6
8-6
8x24¾ Arrow
TYPE "A"
INSTALL
7'-6"
5'-0"
EXIT 165
TYPE "A"
INSTALL
10'-0"
2'-0"
EXIT 164
13'-6"
6'-0"
Boardman
2 MILES
EXISTING LEGEND @ STA 184+00
REMOVE "DIESEL" PANEL
JCT
84
24x24
TYPE "F"
INSTALL
48"
30"
EXIT
45
MPH
INSTALL
10'-0"
2'-0"
EXIT 165
10 15
6'-0"
Port of Morrow
16-12"
16-12"
22x36 Arrow
13'-6"
*REDUCE SPACING 30%
REVISED LEGEND
REINSTALL FROM STA 184+00
10'-0"
2'-0"
EXIT 165
10-15
8'-0"
Port of Morrow
3/4 MILE
16-12
16-12
15-10
12'-0"
TYPE "A"
INSTALL ON EXISTING SUPPORTS
8'-0"
7'-0"
TRUCKS-CAMPERS
TRAILERS-BUSES
UNLAWFUL TO
USE LEFT LANE
EXCEPT WHEN PASSING
REINSTALL FROM STA. 1511+00±
30
STOP
INSTALL
48"
INSTALL
36
12
ONE WAY
INSTALL
30
STOP
INSTALL
42
WRONG WAY
30
INSTALL (2)
STOP AHEAD
48
INSTALL
Remove Existing Logo Sign & Deliver to Pendleton Maint. Sta.
SLOWER TRAFFIC KEEP RIGHT
REMOVE
EXIT 168
730
Irrigon
Umatilla
1 MILE
REMAIN IN PLACE
36
ONE WAY
12
INSTALL
48
INSTALL
30
INSTALL
30
STOP
INSTALL
48
INSTALL
ONE WAY
12
INSTALL
INSTALL
6'-6"
Pendleton
8-6
8x30¾ Arrow
TYPE "A"
6'-0"
4'-0"
Port of Morrow
8-6
8-6
8x24¾ Arrow
TYPE A
INSTALL
EAST
84
24x24
168
REMAIN IN PLACE

Per Teletype
COUNTY APPROVAL
11/18/82
DATE

Per Teletype
11 18 82

SIGNING PROJECT

PORT of Morrow INTERCHANGE
COLUBIA RIVER HWY ~ MORROW COUNTY

	Date	
	10-28-82	
	10-29-82	
	11/…	
Accepted	12/1/82	FHWA

9621 7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
16611
16612

October 25, 1982

NOTED

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace, P.E.
Assistant Bridge Engineer

RECEIVED
TECHNICAL SERVICES
OCT 26 '82
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

SUBJECT: Port of Morrow Interchange
Port of Morrow Interchange Section
Columbia River Highway
Morrow County
BRS 16611 and 16612

Enclosed are two reduced prints of Drawings 37378 and 36815 which are the preliminary plan and elevation and vicinity map for these structures. Also enclosed are two copies of the foundation report.

The alignment and roadway width are in accordance with the standards governing the project. The elevation of the roadway under the freeway was established to provide a minimum of 17 feet vertical clearance. The lengths are required to span the roadway with a 2:1 slope each side.

During construction, the freeway traffic will be detoured to a 2-lane, 2-way detour constructed to the south of construction area. This will provide good access to the construction site from the Old Columbia River Highway without conflict with freeway traffic and allow both structures to be built at the same time.

Two alternates were studied for this site; a post-tensioned box girder and prestressed beams with a poured-in-place deck. The estimated cost for the box girder structure is $686,000 and for the prestressed beam structure, $671,000. Both estimates are based on approximate quantities and include an allowance for engineering and contingencies.

The prestressed beam structure was selected because it is the least expensive and would also be quicker to construct, and the detour would operate for a shorter period of time.

We request your approval of our preliminary plan.

JMT:jrb

Enclosures

cc: E. S. Hunter
D. H. Moehring
Don Adams /w/ 1 set
Bob Hector /w/ 1 set
Gary Potter /w/ 1 set
Don Shaffer /w/ 1 set

·9083 8.

STATE OF OREGON **INTEROFFICE MEMO**

TO: Harold Brainerd
Region 4/5 Right of Way Supv.

DATE: June 22, 1982

FROM: Adele L. Egan
Right of Way Office Unit Supv.

SUBJECT: Port of Morrow Inter. Sec.
Old Oregon Trail
Morrow County
AGR 204

MISC. CONTRACTS and
AGREEMENTS No. 7714

Attached is an original of this agreement to be sent to Port of Morrow and a copy for your files.

Project prefix is 25-8210.

AE
mp

Attach.

cc: Bob Hector, w/c
Local Govt' Programs, w/c
Finance, w/c
Comm. Serv., w/orig.
Description, w/c
Title, w/c

To [illegible] July 7
7-2-82
noted in
agree. book
[illegible]

ROAD DESIGN SECTION 378-6558

ROW 3:1

J. B. Boyd, Manager
Right of Way Section

June 10, 1982

J. H. Versteeg
Road Design Engineer

Files 52863, 52864 & 52865
Port of Morrow Interchange Section
Columbia River Highway
Morrow County

Attached are descriptions (3 files), an authorization and right of way prints covering right of way required for the subject project, scheduled for fiscal third quarter of 1983.

By: ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

___Versteeg___
___Anderson___
Adams ___
___Olson___
___Sullivan___
___Terpin___
___Trout___
___Wakerlig___

RECEIVED
JUN 11 1982
ROAD DESIGN
SECTION

Do Not File ☐
Return To___
Bring Up ___/___/___
Action___

1629

FEDERAL HIGHWAY ADMINISTRATION
"FINDING OF NO SIGNIFICANT IMPACT"

for

PORT OF MORROW INTERCHANGE

Morrow County

I-84-5(1)165

The FHWA has determined that this project will not have any significant impact on the human environment. This "Finding of No Significant Impact" is based on the attached Environmental Assessment which has been independently evaluated by the FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached Environmental Assessment.

5-6-82
Date

Valach
Responsible Official

Prgm Development Engr
Title

ENVIRONMENTAL ASSESSMENT
Revised March 1982

PORT OF MORROW INTERCHANGE
MORROW COUNTY, OREGON

FEDERAL HIGHWAY ADMINISTRATION
OREGON DEPARTMENT OF TRANSPORTATION

TABLE OF CONTENTS

Page

DESCRIPTION OF THE PROPOSED PROJECT 1

NEED 1

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ENVIRONMENTAL ASSESSMENT
PORT OF MORROW INTERCHANGE

DESCRIPTION OF THE PROPOSED ACTION

The proposed action is the construction of a new rural diamond interchange on Interstate 84 at M.P. 165.87, 1.8 miles east of Boardman. (See Figures 1 and 2.) The proposed interchange would consist of an undercrossing structure and four ramps. The Port of Morrow would be accessed via Columbia Boulevard (Old Highway 30), immediately to the north of the proposed interchange. (See Figure 3.) the proposed interchange is expected to remove approximately 1,900 vehicles per day (850 of which are trucks) from Main Street in Boardman, and would provide a more direct access to the Port of Morrow.

NEED

Currently all traffic travelling between the Port of Morrow and Interstate 84 must use the I-84 Boardman Interchange for interstate ingress and egress. This requires Port of Morrow traffic to pass through the City of Boardman, using North Main Street and Columbia Boulevard (Old U.S. 30). A school and numerous residential properties are located alongside these streets. As industrial development at the Port has progressed, traffic generated by this growth has increased, causing congestion and a growing safety hazard. Continued Port development will make this situation worse. The proposed interchange is needed to relieve the City of Boardman of Port related traffic congestion and associated safety hazards.

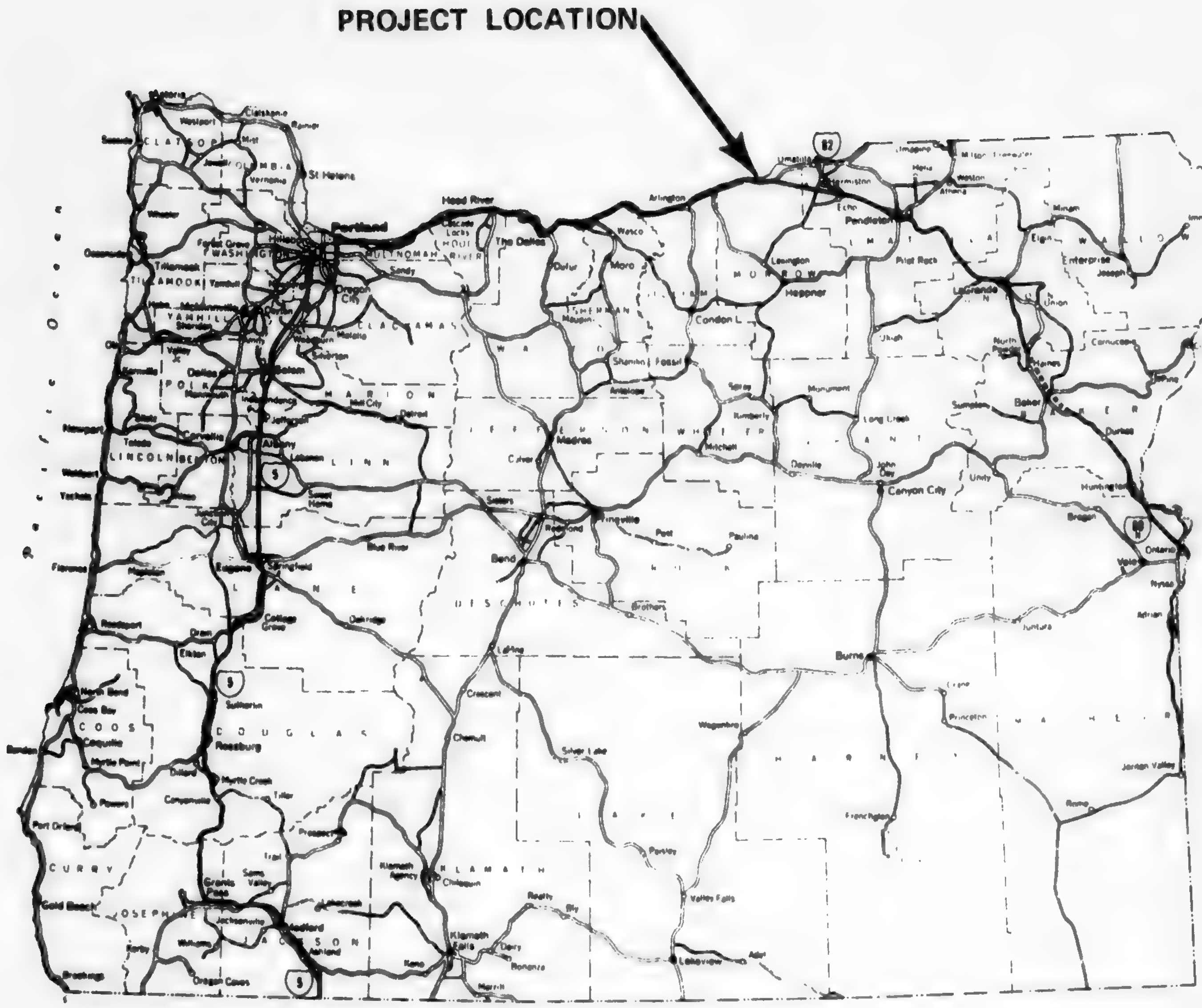
Alternatives Considered

(1) No-Build Alternative. A No-Build Alternative would result in the access to the Port of Morrow remaining at the Boardman Interchange. Under this alternative, Port generated industrial traffic would continue to use Main Street in Boardman.

(2) Build Alternative (SELECTED). This alternative consists of constructing a full diamond interchange on Interstate 84, approximately 1.8 miles east of the Boardman Interchange. The interchange would connect with the existing road system (formerly part of Old Highway 30), providing direct access between I-84 and the Port of Morrow. The currently proposed project does not include a connection to the area south of the proposed interchange. The Build Alternative has been selected for the following reasons:

(a) The proposed interchange would provide direct access to the Port of Morrow industrial and food processing park without travel on City of Boardman streets. The proposed interchange is the only location where a direct tie can be made to the local road system (Old Highway 30 and 730

Figure 1
PROJECT'S LOCATION IN OREGON


PROJECT LOCATION
Pacific Ocean
Portland
Hood River
The Dalles
Arlington
Umatilla
Pendleton
Eugene
Bend
Roseburg
Medford
Klamath Falls
Lakeview
Burns
Ontario
Baker
La Grande
Canyon City
Heppner
Madras
Newport
Coos Bay
Grants Pass

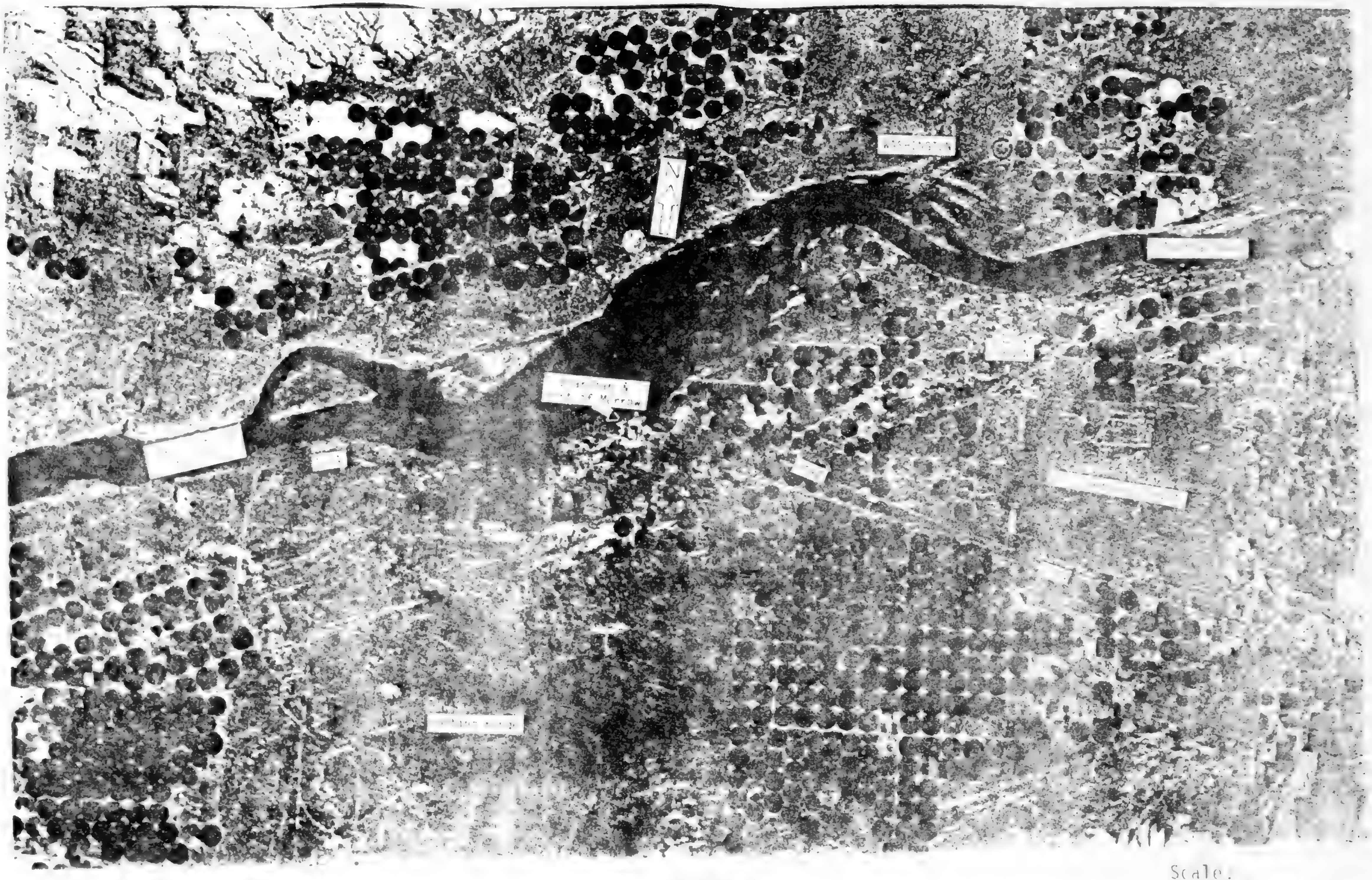


FIGURE 2

PROJECT AREA

Scale:
1" = 3 Mile.

now known as Columbia Boulevard) with an adequate structure over the railroad. This railroad structure provides the only direct access to the Port's deep water port facilities (Figure 3).

(b) The proposed interchange is a part of the comprehensive plans for the City of Boardman, the Port of Morrow and Morrow County.

(c) There are no existing streets or roads that provide interstate traffic with an alternate route into the City of Boardman or the Port of Morrow.

(d) The new interchange would remove approximately 850 heavy trucks per day from downtown streets (reducing premature street destruction), and improve safety for pedestrians and traffic.

(e) The new interchange would prevent traffic back-ups on the freeway, caused by slow-moving, heavily loaded trucks on the existing interchange ramps.

(f) Traffic movements from the freeway to the Port would be reasonably served through the year 2000.

(g) Economically, the new access would provide service to a developing centralized food processing industrial park complex. This would aid economic development of a growing regional transportation, industrial and employment center, and improve service to public use facilities and major traffic generators.

Other Alternatives Considered But Not Advanced

The alternatives not considered and reasons for their exclusion include:

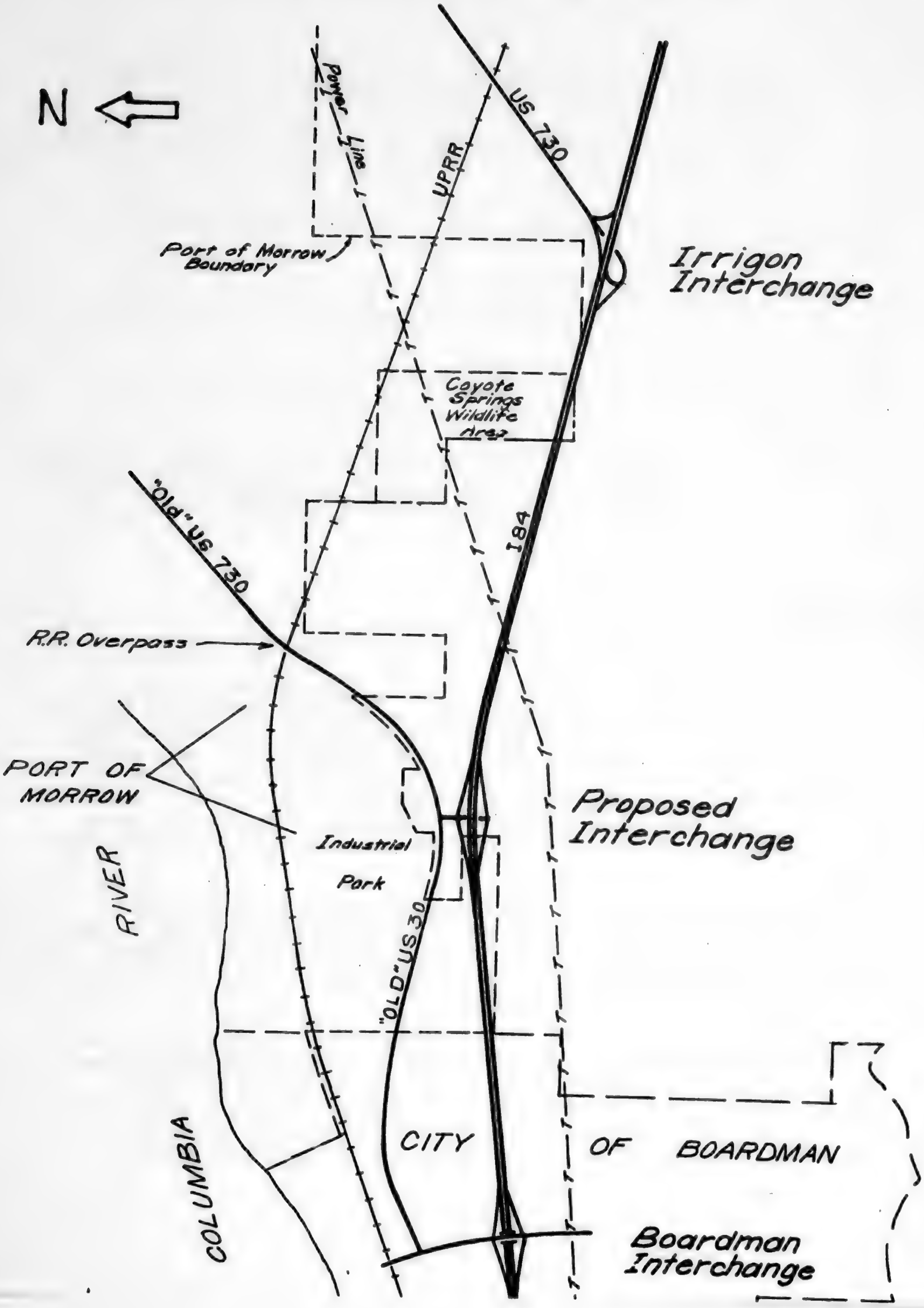
(a) West Frontage Road. This would access the Port of Morrow from the west via a new frontage road from the existing Boardman Interchange (Figure 4). About 1.1 miles of new construction would be required. However, the area needed for acquisition has been proposed for commercial, residential and industrial development. A city park and residential development are under construction. In addition, the proposed link would be adjacent to an existing motel and a new residential development. Both the potential and existing land uses would be incompatible with the proposed West Frontage Road.

(2) East Frontage Road. This proposal would access the Port of Morrow from the east via a new frontage road from the Irrigon Interchange (Figure 4). This would require about 2.3 miles of new construction. The major disadvantage of the East Frontage Road link is that it would require going through the Coyote Springs Wildlife Area.

(3) New East Road (Old U.S. 730 to U.S. 730). This proposal would connect Old U.S. 730 to the current U.S. 730, north of the Union Pacific Railroad (Figure 4). The route would require approximately 2.4 miles of new construction. However, not only does this proposal produce considerable out of direction travel for Port traffic (over 10 miles), but the route would sever portions of four large center-pivot irrigation systems.

Figure 3

CITY OF BOARDMAN, PORT OF MORROW AND VICINITY


N
Power Line
UPRR
US 730
Port of Morrow Boundary
Irrigon Interchange
Coyote Springs Wildlife Area
I 84
"Old" US 730
R.R. Overpass
PORT OF MORROW
Industrial Park
Proposed Interchange
RIVER
"OLD" US 30
CITY OF BOARDMAN
COLUMBIA
Boardman Interchange

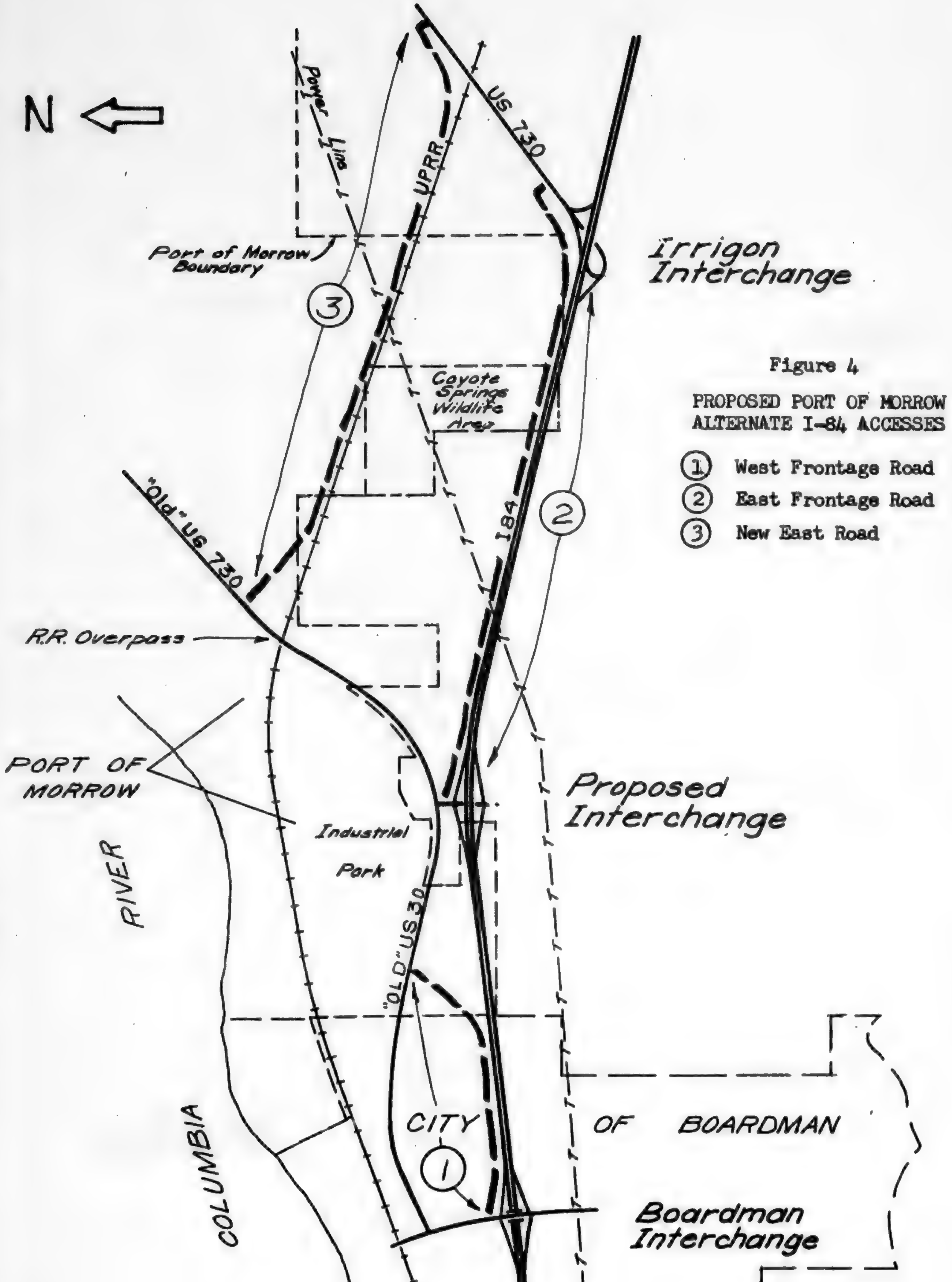

N
Power Line
US 730
UPRR
Port of Morrow Boundary
Irrigon Interchange
③
Coyote Springs Wildlife Area
②
I84
"OLD" US 730
R.R. Overpass
PORT OF MORROW
Industrial Park
RIVER
Proposed Interchange
"OLD" US 30
CITY OF BOARDMAN
①
COLUMBIA
Boardman Interchange

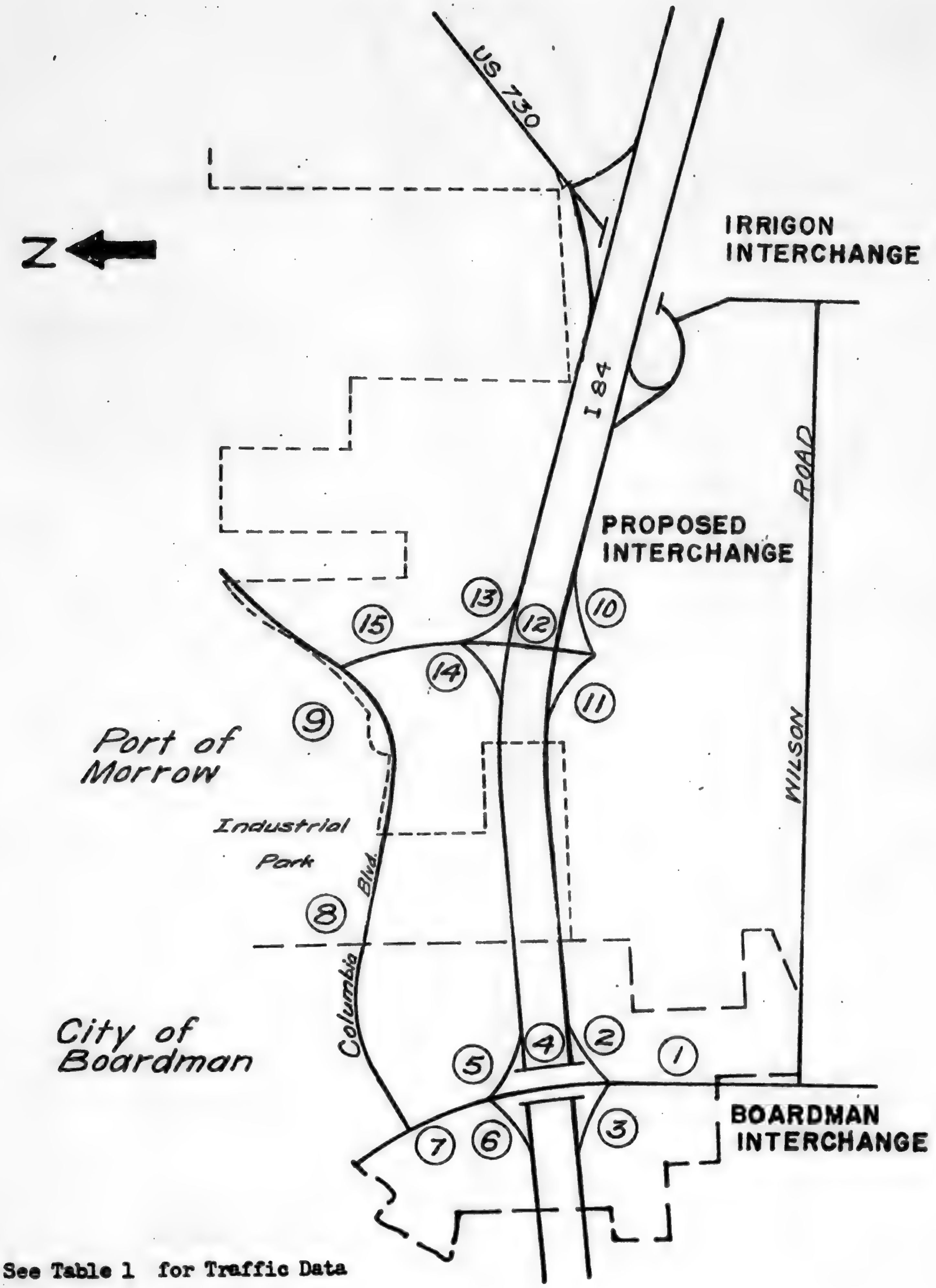
Figure 4

PROPOSED PORT OF MORROW
ALTERNATE I-84 ACCESSES

① West Frontage Road
② East Frontage Road
③ New East Road

Figure 5

PORT OF MORROW INTERCHANGE
TRAFFIC DATA LOCATIONS *


N
US 730
IRRIGON
INTERCHANGE
I 84
WILSON
ROAD
PROPOSED
INTERCHANGE
13
12
10
15
14
11
9
Port of
Morrow
Industrial
Park
Blvd.
8
Columbia
City of
Boardman
5
4
2
1
7
6
3
BOARDMAN
INTERCHANGE

* See Table 1 for Traffic Data

Existing Environmental Setting

Natural Environment

Geographic Setting. Boardman is situated in northern Morrow County on the Columbia River, approximately 165 miles east of Portland and 40 miles west of Pendleton. (See Figure 1.) Located on the Deschutes-Umatilla Plateau at an elevation of 300 feet, the Boardman area can be described as a broad, gently rolling and slightly dissected lowland plain. It is on this lowland plain that more than 100,000 acres of center-pivot based irrigation development has occurred in the Boardman-Hermiston area since 1970 (over 50,000 acres in the immediate Boardman area). Such agricultural development has promoted the construction of a $100 million Industrial Park at the Port of Morrow, with emphasis on food processing. (See Figure 2.)

Geology. Morrow County is part of a vast geological region of basaltic lava flows which cover large portions of Oregon, Washington and Idaho. These basalt lava flows vary in thickness from hundreds to thousands of feet, and are exposed in nearly all stream drainages and many highway cuts.

In northern Morrow County, the basalt is covered by glacio-fluviatile deposits that have a maximum thickness of 150 feet. Particularly in the Boardman area, these glacio-fluviatile deposits are easily eroded by wind, producing a landscape dotted with many blowouts. The area is also traversed by numerous longitudinal sand dunes generally oriented in the direction of the prevailing wind.

Soils. The soils in Morrow County have formed in a variety of parent materials. In the project area, soils have developed from a mixture of aeolian and water deposited sands and gravel on the basalt bedrock. Such soils are easily moved by wind action when exposed. Soils at the project site are of the Quincy Series. This series consists of excessively drained loamy fine sand or fine sand soils formed in mixed sand. When irrigated, the agricultural capability is described by the Soil Conservation Service (USDA) as Class IV. Such soils, while agriculturally productive, can result in special local problems if not carefully managed. In the project area, precautions will be taken against wind erosion.

Biotic Resources. With only seven to nine inches of precipitation, the Boardman area is decidedly arid in nature. The area supports only more drought tolerant natural vegetation distributions, dominated by big sagebrush/bluebunch-wheat grass associations. Prior to the advent of irrigation, area land use was characterized by extensive grazing activities. Disturbed areas, such as in the vicinity of the proposed interchange, typically support growths of introduced varieties dominated by Russian Thistle (tumbleweed).

A large variety of wildlife species can be found in the project area. Most of these are found in the more undisturbed areas such as the U.S. Navy Bombing Range south of the project, the Columbia River north of the project, and the

Coyote Springs Wildlife area and U.S. Army Ordinance Depot east of the project area. Deer, antelope, coyote, rabbits, pheasants and waterfowl can be found in these areas.

Human Environment

Traffic Volumes Data. The traffic characteristics were measured along three separate sections in the project area: the existing Boardman Interchange, Columbia Boulevard and the proposed Port of Morrow Interchange. The specific locations for the traffic data measurement sites are shown in Figure 5.

(1) **The Boardman Interchange**. This section, including Main Street in Boardman (location 7 in Figure 5) is the area of greatest congestion. Main Street, immediately north of the interchange, is the most congested with current average traffic volumes of 6,000 vehicles including 1,170 trucks. By the year 1990, in a No-Build situation, these volumes are projected to increase to 10,150, including 2,165 trucks. Under the Build Alternative, total average daily traffic on Main Street would be reduced from 6,000 vehicles to 4,100 vehicles, a 31.7 percent decrease. Truck traffic, however, is predicted to drop 72.2 percent below current levels (1,170 to 325). A similar percentage decrease in truck traffic would occur in 1990, with a 72.7 percent decrease from 2,165 in the No-Build Alternative to 590 under the Build Alternative.

(2) **Columbia Boulevard**. A comparison of traffic data for locations 8 and 9 show the change in traffic patterns that would occur with the construction of the proposed project. The current total average daily traffic of 2,500 at location 8 would decrease to about 620 if the project were constructed (Figure 5 and Table 7). Conversely, if the proposed interchange were built, Industrial Park bound traffic would then go by location 9 (Figure 5). Consequently, the current average daily traffic of 700 would then increase to 2,300. A change in the truck traffic pattern would be even more dramatic. The estimated current 1,070 daily trucks at location 8 would decrease to 240 if the new interchange were constructed, while the 160 trucks currently passing location 9 would grow 920 in the Build Alternative (Figure 5). A similar relationship would exist in 1990.

(3) **The Proposed Port of Morrow Interchange**. If the Port of Morrow Interchange were now in existence, it is estimated that a total average daily traffic flow of 2,000 vehicles would be using the facility, including 845 trucks currently going through Boardman. Furthermore, it is forecasted that some 70 additional vehicles a day would use the interchange for access to the Port of Morrow Industrial Park, that are presently going elsewhere because of congestion in Boardman. A similar relationship is projected for the year 1990.

Economy. The Boardman-Hermiston area is one of the fastest growing areas in the state. The rapid economic expansion and associated population growth, is closely tied to recent developments in irrigated agriculture and related food processing as well as energy generation and transportation facilities. These developments include:

(1) Agriculture. Agriculture plays a dominant role in the Boardman-Hermiston area, and has been the major impetus in the region's rapid growth. During the 1970's, the region's agricultural growth has been explosive and is centered on the development of center-pivot circle irrigation systems. Although the area was previously considered to be of little agricultural value, the level, low elevation sandy soils with a 200-day growing season, have proven well suited for the production of potatoes, alfalfa, corn and wheat irrigated by the center-pivot systems. From 1970-1980, more than 100,000 acres in the Boardman-Hermiston area have been brought under irrigation (over 50,000 acres in the Boardman area). It is the production of these high value specialty crops by major corporate agricultural companies such as Sim-Tag, Eastern Oregon Farms, Sabre Farms and Oregon Potato that have created spin-off benefits for the Boardman area through storage, fresh packing, processing and shipping operations located at the Port of Morrow. For 1980, the total farm gross sales in Morrow County were estimated at $95.7 million, compared to just $64.1 million in 1978.

(2) Food Processing. The Boardman area agricultural growth has spawned a corresponding upsurge in associated agri-business, particularly in food processing and related activities at the Port of Morrow Industrial Park. These activities are primarily tied to potato processing, fresh packing and storage. Firms such as U. and I. (Gourmet Foods), Oregon Potato and Morrow Produce now produce peak employment levels exceeding 700 people. During 1982, U. and I. employees alone will make about 260,000 trips through the City of Boardman, and U. and I. trucks will make another 40,000 trips.

(3) Energy Developments. A consortium of power companies led by Portland General Electric has developed plans for a complex of coal and nuclear plants south of Boardman. Currently a $500 million coal-fired generating plant is nearing completion. A construction work force of over 500 was employed in 1980 and an operation work force of 100 will be employed upon completion. Plans for two nuclear power plants may be determined in the near future.

(4) Transportation Activities. The Port of Morrow is served by the Union Pacific Railroad and deep water port facilities. The City of Boardman and Port of Morrow are in the preliminary planning and engineering phase of an airport facility to be located on the east portion of Port property. Construction is anticipated to be completed in three to five years.

(5) Future Economic Development. The economic climate which has favored the unprecidented agricultural growth in the Boardman area and the associated industrial development at the Port of Morrow, is expected to continue in the future. The following exemplify development projects already committed for the Port of Morrow and some still in the planning stage:

TABLE 1

AVERAGE DAILY TRAFFIC VOLUMES FOR THE NO-BUILD AND BUILD ALTERNATIVES

	NO-BUILD				BUILD PROPOSED INTERCHANGE			
	Total	Traffic	Truck	Traffic	Total	Traffic	Truck	Traffic
SECTION/LOCATION NO.*	1980	1990	1980	1990	1980	1990	1980	1990
Boardman Interchange								
1	4300	7150	185	295	4180	7010	175	280
2	2000	3450	520	860	1120	1800	120	155
3	560	900	75	165	550	900	55	85
4	5100	8500	690	1210	4300	6860	265	425
5	2000	3450	520	860	1120	1800	120	155
6	560	900	75	165	550	900	55	85
7	6000	10150	1170	2165	4100	6650	325	590
Columbia Blvd.								
8	2500	4700	1070	2110	620	1350	240	540
9	700	1550	160	340	2300	4150	920	1740
Proposed Interchange								
10					950	1800	405	715
11					60	120	20	80
12					1275	1735	430	795
13					950	1800	405	715
14					60	120	20	80
15					2000	3750	845	1575

*For specific locations see corresponding numbering on Figure 5.

(a) U. and I. Potato. U. and I. is planning a $20 million expansion which would not only double production, but would also double existing employment and truck traffic.

(b) Oregon Potato. The Oregon Potato Processing Plant is also planning an expansion that will increase employment by 35 people. The current level of 15 trucks per day is expected to expand to 20.

(c) Dry Bean Processing Plant. Sunriver Farms is also currently constructing a pinto bean processing plant. The $800,000 plant will create 8-10 seasonal jobs, and generate 40-50 trucks per day during the August-September harvest period.

(d) Longview Fibre. Longview Fibre has recently announced the development of a chip and log export business to be located on 40 acres in the Port. The operation will provide 30 permanent jobs and generate the movement of 40 log trucks per day.

(e) Livestock Feedlot. J. R. Simplot has recently completed construction of a livestock feedlot southwest of Boardman. Port related traffic impact centers on the shipment of distiller's grain feed stock from the Sunriver ethanol plant to the feedlot by truck.

(f) Unnanounced Potential Project. A firm is currently negotiating with the Port of Morrow, and is considering an investment of $5.0 million, requiring 40 acres and 30 full-time employees. Trucks would be required for both the raw material and marketing phase of the operation.

In addition to agricultural and industrial development in the area, the City of Boardman has received plans for a number of commercial and residential developments. These include over 12 acres of commercial properties on N.E. Front Street, 72 single family residential lots, 384 multi-family units, and 117 mobile home lots. These developments will further increase traffic congestion and compound safety concerns in Boardman.

Population. The City of Boardman has experienced significant population growth in the 1970's due to explosive growth in the agricultural, industrial and construction sectors of the local economy. Boardman's population has grown from 192 in 1970 to 1285 in 1981, an increase of 569 percent. During the same period, the population growth for Morrow County was 66 percent. In 1970, Boardman's total portion of the Morrow County population was 4.3 percent, but by 1981 Boardman's share had grown to 17.2 percent. The differential between Boardman's population growth rate and that of Morrow County is expected to continue in the future, with Boardman expanding much more rapidly than the County as a whole.

Land Use and Zoning. Land uses adjacent to the proposed interchange are in extensive grazing to the south of the interchange area and vacant Port of Morrow land to the north (Figure 6). Three residential units (one older home and two mobile homes) are located in the project area approximately one-quarter mile to the northeast, adjacent to Columbia Boulevard. One mobile home is also situated about one-half mile south-west of the proposed interchange. The Port of Morrow Food Processing Park is located one-half mile to the northwest of the project site, adjacent to both sides of Columbia Boulevard. The Bonneville Power Transmission lines are situated three-quarters of a mile south of the proposed interchange. (See Figure 11.)

Zoning in the project area is shown in Figure 7. The proposed project is located outside the Boardman Urban Growth Boundary, and therefore falls under the jurisdiction of Morrow County. The Morrow County Comprehensive Plan shows all the area north of I-84 as zoned for general manufacturing (Port of Morrow), and the area south of I-84 is zoned for rural residential.

Figure 6

PORT OF MORROW INTERCHANGE

EXISTING LAND USE

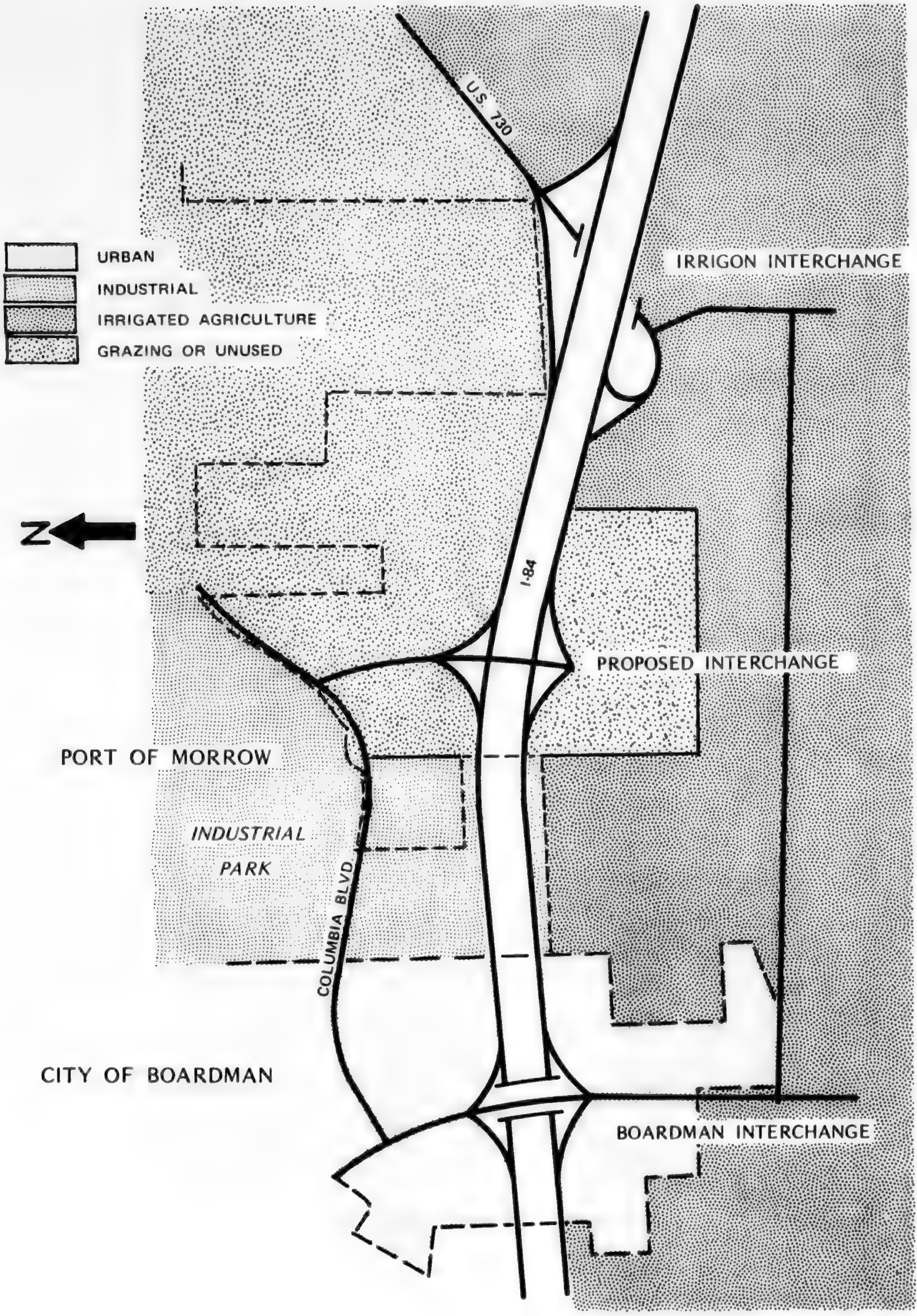
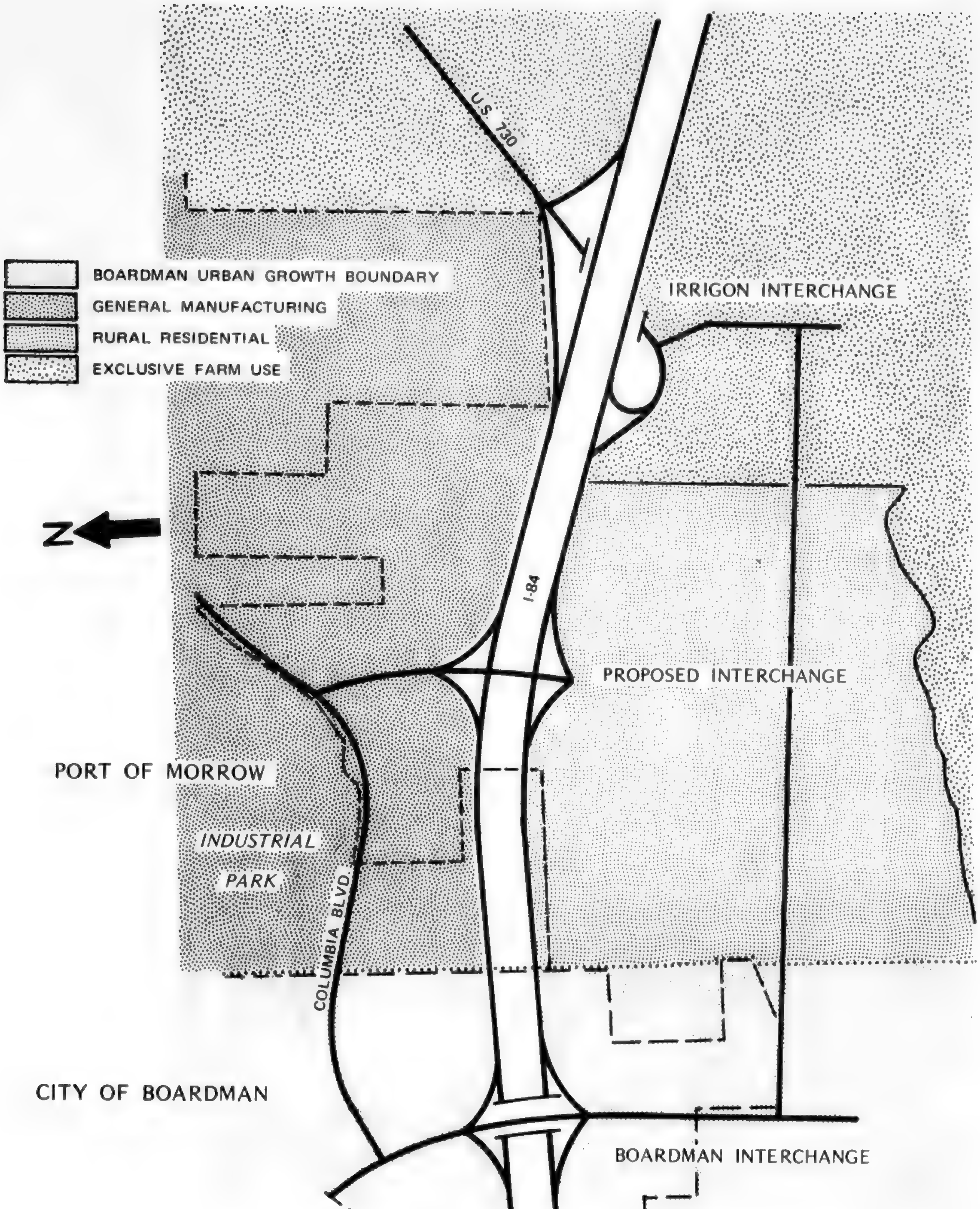

URBAN
INDUSTRIAL
IRRIGATED AGRICULTURE
GRAZING OR UNUSED
N
U.S. 730
I-84
IRRIGON INTERCHANGE
PROPOSED INTERCHANGE
PORT OF MORROW
INDUSTRIAL PARK
COLUMBIA BLVD.
CITY OF BOARDMAN
BOARDMAN INTERCHANGE

Figure 7

PORT OF MORROW INTERCHANGE

ZONING


BOARDMAN URBAN GROWTH BOUNDARY
GENERAL MANUFACTURING
RURAL RESIDENTIAL
EXCLUSIVE FARM USE
U.S. 730
IRRIGON INTERCHANGE
N
I-84
PROPOSED INTERCHANGE
PORT OF MORROW
INDUSTRIAL
PARK
COLUMBIA BLVD
CITY OF BOARDMAN
BOARDMAN INTERCHANGE

Environmental Impacts and Mitigation

Natural Environment: Impacts and Mitigation

Physical - Soils. The proposed below grade level interchange crossing design will require considerable excavation. The light and sandy texture of the soils will make them susceptible to water, and particularly wind erosion, when exposed by construction activities.

Mitigation measures that will be employed, as appropriate, to reduce the movement of soils during and after construction include:

(1) The use of such measures as small checkdams or cribs if water erosion should threaten.

(2) Seed and mulch bank slopes to reduce erosion of exposed soils.

(3) Dust control measures such as spraying water or other dust reducers over the construction site, will be used to restrict wind erosion of exposed soils.

Biotic Resources. The limited scale of the project reduces potentially adverse impacts on natural vegetation. Furthermore, natural vegetation has generally been replaced by the activities of man, particularly on the north side of the proposed interchange. While some sage/grass association may still be identified on the south side of I-84, grazing activities have markedly altered these associations by promoting the growth of grasses. Prior transportation-industrial disturbances on the north side of I-84 have resulted in the replacement of natural vegetation with varieties dominated by Russian Thistle.

The agricultural-industrial nature of the area adjacent to the project has also reduced the potential for adverse wildlife impacts. The Coyote Springs Wildlife area is more than a mile to the east and will be unaffected by the proposed project, particularly when considering that the wildlife area is already bordered by I-84.

Air Quality

The project is located in the Eastern Air Quality Control Region. This region is considered by the Department of Environmental Quality to be in attainment with National Ambient Air Quality Standards. To determine the effect of the project on the area's future air quality, vehicle emission factors and the critical year for pollutants were determined, and a total emissions analysis was undertaken. The critical year analysis indicates that the year 1990 is the representative post-construction year for evaluation of the impact for varous pollutants. Total vehicle pollutant emissions were determined for the year 1980 and 1990 using average daily traffic and speed, vehicle emission factors, and distance data. A summary of the resulting total emissions and analysis for the project area is included in Table 2.

From this analysis, the build alternative shows more significant reductions in all pollutants through 1990 than does the No-build alternative (Table 2). Actually, these emissions are highest in 1980 with decreasing amounts for subsequent years for both the Build and No-build alternatives. For carbon monoxide, hydrocarbons and nitrogen oxides, such reductions are attainable because of the beneficial impact of the Federal Motor Vehicle Emission Control Program on decreasing automobile emissions in the future. Since ozone and sulfur dioxide are by-products of hydrocarbon emissions, the expected decreases in hydrocarbon emissions would produce corresponding decreases in ozone and sulfur dioxide concentrations. Emissions of lead are also anticipated to decrease as a result of the usage of low leaded and unleaded fuels.

Because the Boardman-Port of Morrow area may experience wind blown dust (Total Suspended Particulate), care will be taken to control construction related dust. Mitigation can be accomplished by spraying water or other dust reducing agents over the construction site. While carbon monoxide and other emissions may increase during the construction phase, they will rapidly dissipate. In conclusion, since the proposed project will reduce pollution emissions, the project is consistent with all portions of the State Implementation Plan (SIP).

Noise. The major source of traffic noise in the project area is I-84 and truck traffic accessing the Port of Morrow Industrial Park. Noise impacts were calculated using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). Utilizing automobile and truck volume (based on the worse noise volume of the day - known as the peak truck hour), vehicular speed, distance from the roadway, and roadway exposure, noise levels (the Leq level) were calculated for each road section at a distance of 50 feet from the road centerline. (See Table 3).* The specific location of each road section and structures with noise levels which exceed the design noise levels are shown in Figure 8. For comparison purposes, Figure 9 lists some common sounds and associated typical sound levels, and Figure 10 shows design noise levels established according to various types of land use.

The maximum distance from the road to the interior design noise level contour and the exterior design noise level contour for residences, motels, and parks are also presented in Table 3. These distances assume no acoustic shielding from topography, vegetation, or buildings. If any of these conditions are present, the actual distance will be less.

*"Leq" is commonly used to measure or quantify sound. The Leq level is an equivalent continuous sound level which would contain the same sound energy as a time varying sound of the same duration. The measurement units are decibels with an A-weighted frequency response (dBA). This measurement unit closely matches the hearing characteristics of the human ear.

TABLE 2

PORT OF MORROW INTERCHANGE
Morrow County

Total Emissions Summary
All Facilities

Project Alternative	Study Year	Carbon Monoxide Tons/Yr	Carbon Monoxide Percent	Hydrocarbons Tons/Yr	Hydrocarbons Percent	Nitrogen Oxides Tons/Yr	Nitrogen Oxides Percent	Lead Lbs/Yr	Lead Percent
No-Build	1980	269.40	100.0	32.61	100.0	86.71	100.0	214.20	100.0
	1990	206.92	76.8	18.18	55.8	74.96	86.4	166.26	77.6
Build	1980	213.80	79.4	25.84	79.2	58.18	67.1	166.22	77.6
	1990	153.12	56.8	13.71	42.0	49.95	57.6	124.38	58.1

Percent shows each pollutant relative to the following
Alternative and year No-Build 1980

TABLE 3
Port of Morrow Interchange
Predicted Traffic Noise Levels

Road Section*	Year	Leq Level at 50 feet	Distance to Exterior** Design Noise Level	Distance to Interior*** Design Noise Level
No-Build Alternative:				
1	1980	70 dBA	80 ft.	180 ft.
	1990	72 dBA	110 ft.	240 ft.
2	1980	72 dBA	110 ft.	240 ft.
	1990	75 dBA	180 ft.	380 ft.
3	1980	63 dBA	30 ft.	60 ft.
	1990	66 dBA	40 ft.	90 ft.
4	1980	65 dBA	35 ft.	75 ft.
	1990	68 dBA	60 ft.	130 ft.
Build Alternative:				
1	1980	65 dBA	35 ft.	75 ft.
	1990	67 dBA	50 ft.	110 ft.
2	1980	66 dBA	40 ft.	90 ft.
	1990	69 dBA	70 ft.	150 ft.
3	1980	70 dBA	80 ft.	180 ft.
	1990	73 dBA	120 ft.	260 ft.
4	1980	65 dBA	35 ft.	75 ft.
	1990	68 dBA	60 ft.	130 ft.
5	1980	70 dBA	80 ft.	180 ft.
	1990	73 dBA	120 ft.	260 ft.
6	1980	68 dBA	60 ft.	130 ft.
	1990	70 dBA	80 ft.	180 ft.
7	1980	52 dBA	--	--
	1990	57 dBA	--	--
8	1980	51 dBA	--	--
	1990	56 dBA	--	--
9	1980	68 dBA	60 ft.	130 ft.
	1990	71 dBA	90 ft.	190 ft.

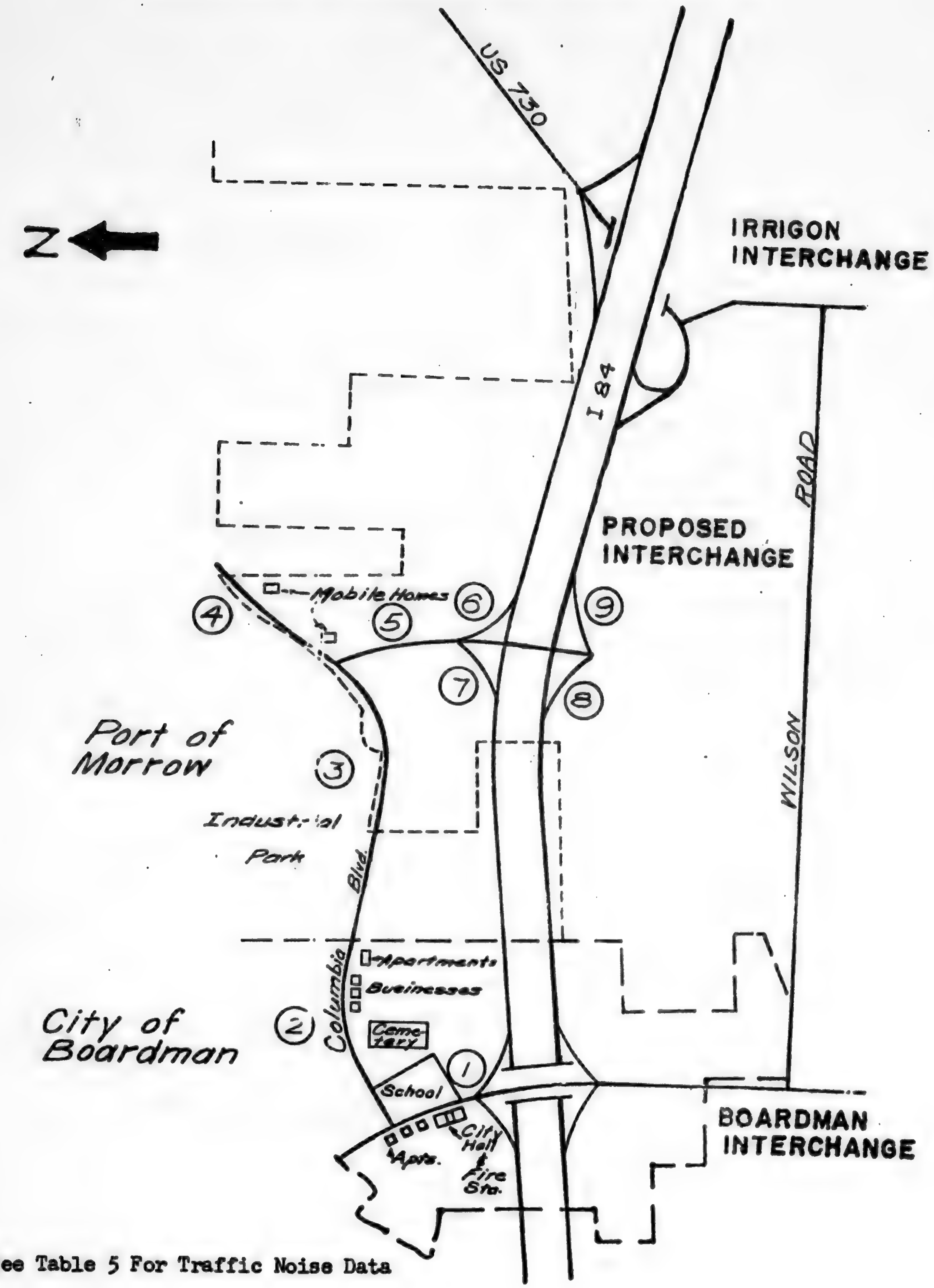
*For specific locations of each road section (noise measurement sites), see Figure 8

**This is an Leq 67 dBA contour. This contour assumes no acoustic shielding from topography vegetation, or buildings.

***This is an Leq 62 dBA contour. This contour corresponds with an interior design noise level of 52 dBA assuming open windows and no acoustic shielding from topography, vegetation, or buildings.

Figure 8

PORT OF MORROW INTERCHANGE
TRAFFIC NOISE DATA LOCATIONS AND IMPACTED STRUCTURES *


US 730
N
IRRIGON INTERCHANGE
I 84
PROPOSED INTERCHANGE
WILSON ROAD
Mobile Homes
④
⑤
⑥
⑦
⑧
⑨
Port of Morrow
③
Industrial Park
Columbia Blvd.
Apartments
Businesses
Cemetery
City of Boardman
②
①
School
Apts.
City Hall & Fire Sta.
BOARDMAN INTERCHANGE

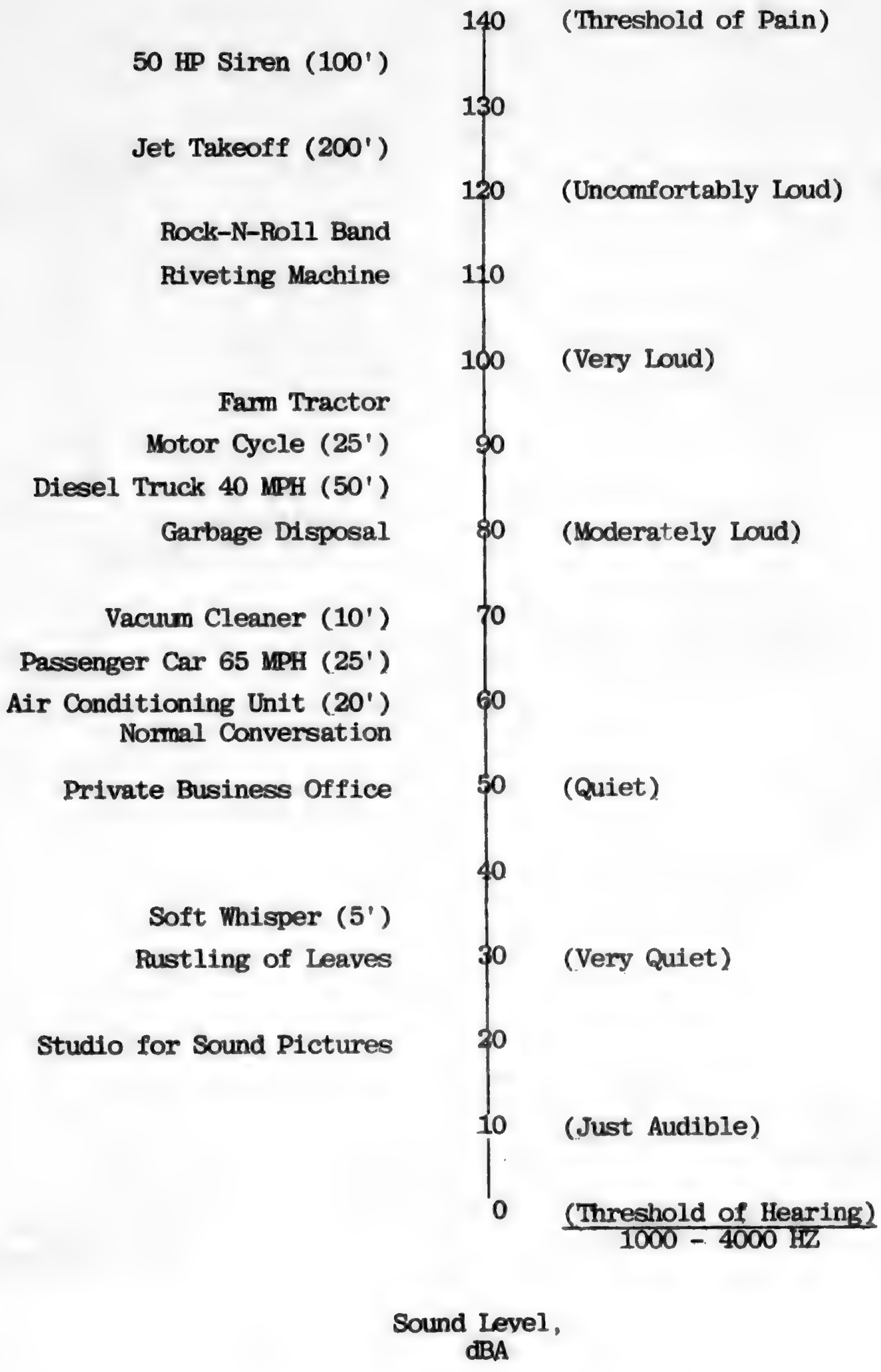
* See Table 5 For Traffic Noise Data

Figure 9

Port of Morrow Interchange

TYPICAL A WEIGHTED

SOUND PRESSURE LEVELS


140 (Threshold of Pain)
50 HP Siren (100')
130
Jet Takeoff (200')
120 (Uncomfortably Loud)
Rock-N-Roll Band
Riveting Machine
110
100 (Very Loud)
Farm Tractor
Motor Cycle (25')
90
Diesel Truck 40 MPH (50')
Garbage Disposal
80 (Moderately Loud)
Vacuum Cleaner (10')
70
Passenger Car 65 MPH (25')
Air Conditioning Unit (20')
60
Normal Conversation
Private Business Office
50 (Quiet)
40
Soft Whisper (5')
Rustling of Leaves
30 (Very Quiet)
Studio for Sound Pictures
20
10 (Just Audible)
0 (Threshold of Hearing)
1000 - 4000 HZ
Sound Level, dBA

The Build Alternative will lower existing traffic noise levels along N. Main Street by approximately 5 dBA, and along the western portion of Columbia Boulevard by 6 dBA (Table 3 and Figure 8). The portion of Columbia Boulevard, which is just west of the proposed interchange (location 3 in Figure 8), is predicted to experience a 7 dBA increase in traffic noise. Traffic noise levels along the eastern portion of Columbia Boulevard (Old US 730) will not change. The interchange ramps on the proposed interchange, and the road connection between the proposed interchange and Columbia Boulevard will experience traffic noise increases of 0-10 dBA and 10-20 dBA respectively.

Table 4 indicates that three apartment complexes (location 2 on Figure 8) would be subject to noise levels in excess of design noise levels (Leq 67 dBA) under both Build and No-Build conditions in the year 1990. However, these noise levels are noticeably lower (6 dBA) under Build conditions compared to no-build conditions due to the diversion of traffic to the new interchange.

Mitigation measures evaluated for noise levels in excess of design noise levels included traffic management, alternative road designs, sound barriers, structural alterations of public buildings, and buffer zones.

(1) Traffic Management. This approach pertains to the use of restrictions on certain vehicle types, modified speed limits, and time-use restrictions. In the project area, mitigative efforts rest heavily on traffic management since the primary aim of the proposed project is to reduce truck traffic on N. Main Street and Columbia Boulevard. The Build alternative will reduce traffic noise along N. Main Street by 5 dBA and Columbia Boulevard by 6 dBA. The decrease will eliminate the current noise impact at the school athletic field. (Table 4).

(2) Alternative Road Designs. The changing of horizontal alignment to increase distances to activity areas or changing vertical alignment to gain acoustic shielding effects from cut/fill sections, was not applicable to the project since no traffic noise impacts are located along the construction section.

(3) Sound Barriers. The use of sound barriers was also not applicable since no traffic noise impacts are located along the construction sector.

(4) Structural Alterations of Public Buildings. Also not applicable because of the lack of traffic noise impacts located in the construction area.

(5) Buffer Zones. The maintaining of adequate distances between the road and future developments to assure compatibility with traffic noise is primarily the responsibility of local government. Local agencies are urged to implement controls that will assure the compatibility of future developments with traffic noise. Where practical, future developments should be planned so that noise sensitive activities are located further from the roadway than the applicable distances shown in Table 3.

Figure 10

Port of Morrow Interchange

DESIGN NOISE LEVELS

Activity Category	Design Noise Levels* Leq	L_{10}	Description of Activity Category
A	57 dBA (Exterior)	60 dBA (Exterior)	Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks**, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 dBA (Exterior)	70 dBA (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks** which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 dBA (Exterior)	75 dBA (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	(For requirements, see paragraphs 11a and c in FHWA Program Manual)		Undeveloped lands.
E	52 dBA (Interior)	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

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* Either L_{10} or Leq (but not both) design noise levels may be used on a project.

**Parks in Categories A and B include all such lands (public or private) which are actually used as parks as well as those public lands officially set aside or designated by a governmental agency as parks on the date of public knowledge of the proposed highway project.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Federal-Aid Highway Program Manual, Vol. 7, Ch. 7, Sec. 3, Figure 3-1.

TABLE 4

Port of Morrow Interchange
Receptors With Predicted Noise Levels
In Excess of Design Noise Levels (Impacts)

	No-Build Alternative		Build Alternative	
	1980	1990	1980	1990
Mobile Homes	None	None	None	None
Apartment Complexes*	3	3	3	3
High School Athletic Field	Impact	Impact	No Impact	Impact
Cemetery	No Impact	No Impact	No Impact	No Impact
City Hall/Fire Station	No Impact	No Impact	No Impact	No Impact
Businesses	No Impact	No Impact	No Impact	No Impact

*The three impacted apartment complexes are located on N. Main Street.

Areas adjacent to the project would also be exposed to additional noise from the use of construction equipment. Construction noise would be mitigated by the following abatement measures to be included in the project construction specifications or as directed by the project engineer:

(1) No construction shall be performed within 1000 feet of an occupied dwelling on Sundays, legal holidays, and other days between the hours of 10:00 p.m. and 6:00 a.m.

(2) All equipment shall comply with pertinent noise standards of the U.S. Environmental Protection Agency. No equipment shall have an unmuffled exhaust.

(3) Stationary construction equipment shall be located as far from nearby noise sensitive properties as possible and idling equipment should be shut off.

(4) Nearby residents will be notified whenever extremely noisy work will be occuring.

(5) Permanent or portable acoustic barriers will be installed around stationary construction noise sources.

Human Environment: Impacts and Mitigation

Land Use. Since substantial development in the Boardman area and specifically at the Port of Morrow has already occurred without the benefit of a new interchange, the proposal is not expected to generate significant changes in land uses. The proposal will largely serve to improve traffic flow and safety at the existing Boardman Interchange by providing an alternate connection to I-84. However, land use patterns are potentially affected whenever (1) accessibility characteristics and traffic patterns are altered, or (2) right-of-way is acquired. While area accessibility and traffic circulation will be favorably affected by the proposed project, right-of-way acquisition will be required from a number of separate parcels.

(1) Accessibility - traffic patterns. Improvements in area accessibility characteristics and traffic circulation would result from the completion of the project. Improved accessibility would specifically provide a more direct connection to I-84 for Port of Morrow generated traffic. Most importantly, this would allow the separation of industrial and local commercial and residential traffic currently creating congestion and safety problems in Boardman. The proposed interchange would remove approximately 1900 vehicles per day from Boardman streets (including 850 trucks). Minor savings in transportation costs would accrue to Port traffic now having to travel through congested conditions in Boardman.

(2) Right-of-Way acquisition. The proposed project will require the acquisition of 11.3 acres of land from six parcels (Figure 11). Nearly one-half the acquisition is either from Morrow County or from the Port of Morrow. Most of the remainder of the required right-of-way is potentially irrigatable sagebrush/grasslands located on the south side of I-84. Three residences are located just to the north of the proposed interchange area, and one is located to the south, but they will not be affected. Also, a vacated retail structure is situated on the northwest periphery of the project site, but under the current proposal it will not be disturbed or the parcel diminished enough to damage the remainder.

Mitigation of land use impacts will center on required right-of-way acquisition. While right-of-way acquisition will require the purchase of some 11.3 acres from six properties, no structures will be involved.

Right-of-way requirements will not produce any measurable adverse impact on the local tax base. In fact, the valuation for the remainder parcels (specifically on the north side of the proposed interchange) is expected to increase after the project completion and should offset any advalorem tax base reductions.

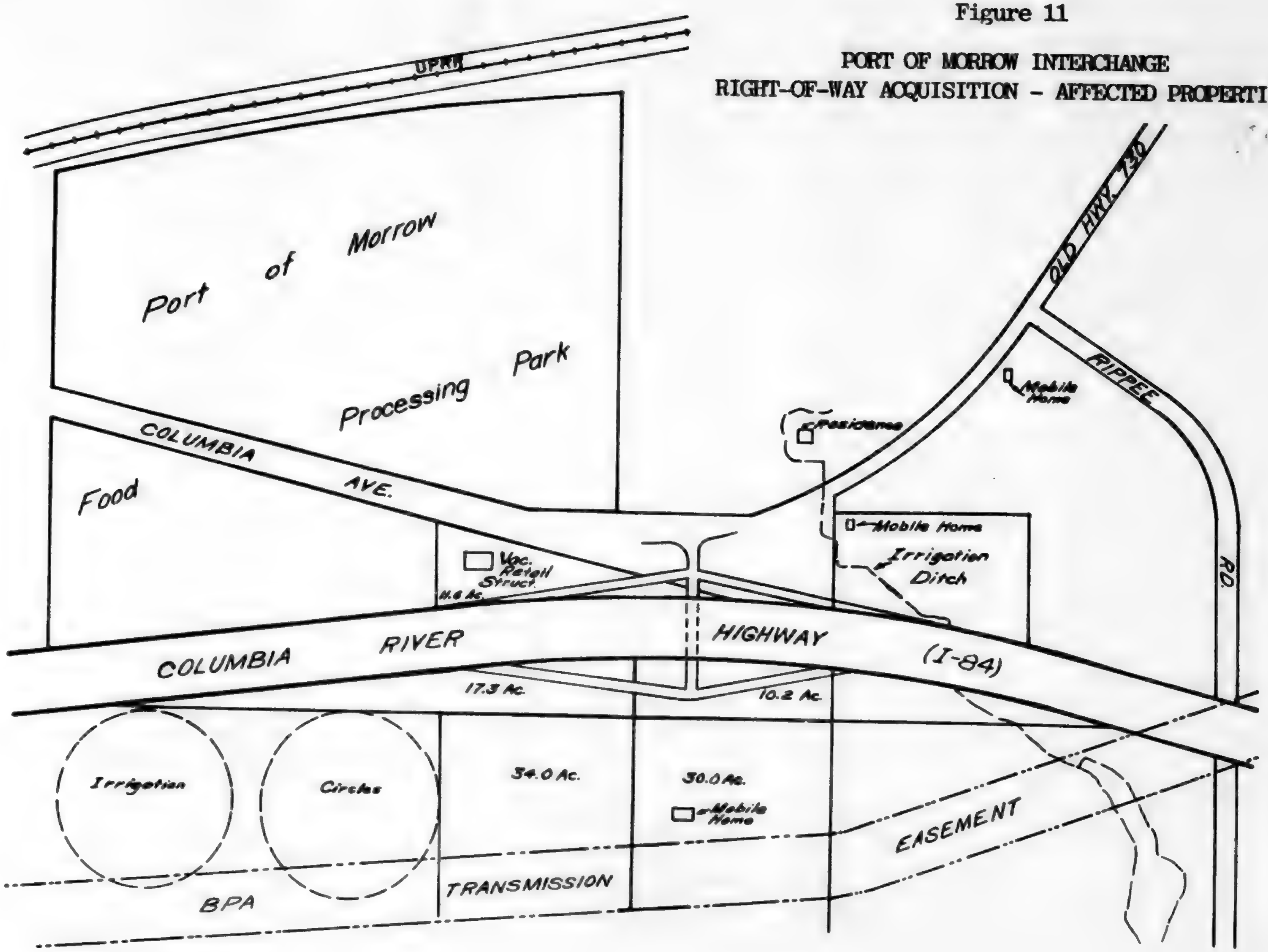
Economic - Population. The increased accessibility of the Port of Morrow to I-84 and the resulting changes in area traffic patterns that would be afforded by the proposed project, would favorably support further economic and population growth in the Boardman area. Specifically, economic-industrial developments, associated population growth, and potential interchange and rural residential developments could occur with the construction of the proposed interchange.

(1) Economic - Industrial Development. In general, the increased accessibility and circulation provided by the project will produce an improved economic climate for additional economic growth in the Boardman area. In particular, the Port of Morrow's Industrial Park, the area's major employer, will be afforded improved access by the project. Even though the Port already has a number of firm commitments for further new plant construction, the proposed project should make the Port of Morrow more competitive in the future in attracting industrial development.

(2) Population Growth. As has been previously indicated, Boardman has experienced explosive population growth during the last decade amounting to a nearly 600 percent increase. While similar population growth figures are not expected for the 1980's, still substantial increases are expected. The interchange proposal can be expected to play a role in this growth because of its identifiable tie to the future industrial growth at the Port of Morrow.

Figure 11

PORT OF MORROW INTERCHANGE
RIGHT-OF-WAY ACQUISITION - AFFECTED PROPERTIES


UPRR
Port of Morrow
Processing Park
Food
COLUMBIA AVE.
Vac. Retail Struct.
11.6 Ac.
Residence
Mobile Home
OLD HWY 730
RIPPEE RD.
Mobile Home
Irrigation Ditch
COLUMBIA RIVER HIGHWAY (I-84)
17.3 Ac.
10.2 Ac.
Irrigation
Circles
34.0 Ac.
30.0 Ac.
Mobile Home
EASEMENT
TRANSMISSION
BPA

(3) Potential Interchange - Rural Residential Development. The proposed interchange would provide access only to the existing local road system on the north side of I-84. On the south side of the interchange, the nearest local road is Wilson Road, which runs generally parallel with I-84, about two miles to the south. Under the project proposal, no industrial developments or other non-agricultural land use changes would be expected south of the interchange because of the lack of accessibility. However, if at some future date local government should construct a road south from the proposed interchange, the area would become accessible for rural residential development. Depending on its alignment, such a road connection could require land from existing agricultural operations near Wilson Road.

At the present time, Morrow County has no formal plans for such a road.

Mitigation of future economic-population developmental activities rest primarily on local regulatory action, whether or not such developments are directly tied to the proposed project. Since the Boardman area and specifically the Port of Morrow have been rapidly developing without the benefit of the new interchange, the completion of the project would be less of a factor in promoting additional development than helping the Port maintain a favorable economic climate for continued development.

While existing zoning would allow the area south of the proposed interchange to develop in the absence of a new interchange, the lack of access now inhibits such development. If, in the future, a local road connection to the interchange is made, then the area in question can be expected to develop. Some pressures to redesignate this area from rural-residential to commercial-industrial uses could be expected, since the area would have excellent freeway access. It would be the responsibility of local government to regulate such changes in conformance with the Land Conservation Development Commission's Statewide Land Use Goals and Guidelines.

Land use controls, in particular, are an effective approach in mitigating the potential impacts that a proposed highway improvement may have on adjacent land uses - especially the conversion of agricultural land to urban uses. Particularly pertinent is the relationship of the proposed project with local land use plans and its compatibility with state land use goals:

(1) Relationship to Local Land Use Plans. Draft Comprehensive Land use Plans for both the City of Boardman and Morrow County have been completed and adopted, but only the Boardman Plan has been acknowledged by the State Land Conservation and Development Commission. The proposed project itself is located in an area under the jurisdiction of the Morrow County Plan. However, both plans specifically identify the proposed project as needed for continued area economic growth and recommend its construction.

(2) Compatibility with State Land Use Goals. State law requires all state agencies which implement projects and programs to take action in accordance with the Land Conservation and Development Commission's statewide goals (LCDC). While counties and incorporated cities have the primary responsibility for planning, the Oregon Department of Transportation (ODOT) is responsible for coordinating actions with the appropriate local jurisdictions to insure a project's compatibility with local comprehensive plans. If the project is part of the transportation element of a comprehensive plan that has been acknowledged for compliance by LCDC, then it is considered in conformance with LCDC goals. If the local jurisdiction has an adopted but unacknowledged plan which addresses the project and there are no appeals contesting the goal conformance of the project, then for the present the project is assumed compatible. In the latter instance, ODOT has the responsibility for evaluating the project against the statewide goals, independent of the comprehensive plan. A finding of potential conflict, however, does not indicate that the project is not compatible with the goals. The goal evaluation process primarily serves to alert the local jurisdictions that conflicts between goals will ultimately have to be resolved in their comprehensive plans prior to acknowledgment by LCDC.

The proposed Port of Morrow Interchange project falls into the second category in that Morrow County has an adopted plan which specifically refers to the project, but the plan has not been acknowledged. The compatibility of the Build and No-Build alternatives of the proposed project with LCDC goals is summerized in Table 5.

Social. The proposed project would not have any adverse impacts on such groups as the elderly, school-aged children, the handicapped, the poor, nondrivers or others without private transportation, pedestrians-cyclists, racial-ethnic or religious minorities. On the contrary, some of these same groups would benefit from the completion of the project. Pedestrian and bicycle based traffic (especially school-aged children) would, in particular, benefit from the elimination of traffic congestion in Boardman.

Public Services. The completion of the project would improve services such as fire, police protection, and ambulance service. While telephone (Telephone Utilities Inc.), electrical (Umatilla Electric Cooperation), and irrigation (West Extension Irrigation) facilities are in the vicinity, they will not be affected by the project.

Cultural Resources. There are no properties in the project area which are listed or eligible for the National Register of Historic Places or listed in the Statewide Inventory of Historical Sites and Buildings. Organizations concerned with historical preservation have not identified any sites or structures of historic interest in the project area. Furthermore, there are no farms which have been identified by the Oregon Century Farm Program.

Table 5

Project Compatibility With LCDC Goals

GOAL	NO-BUILD ALTERNATIVE	BUILD ALTERNATIVE
Goal 1. Citizen Involvement To develop programs that will insure the opportunity for citiizen involvement in all phases of the planning process.	Compatible. Public hearing held on the project.	Compatible. Public hearing held on the project.
Goal 2. Land Use Planning.	Potential Conflict. Does not conform with the transportation element of local comprehensive plans.	Compatible. Project is included in local comprehensive land use plans.
Goal 3. Agricultural Lands. To preserve and maintain agricultural lands.	Compatible. Does not require acquisition of agricultural lands.	Potential Conflict. Project requires the acquisition of approximately 3 acres of potential irrigable lands currently in grazing.
Goal 4. Forest Lands. To conserve forest lands for forest use.	Not Applicable	Not Applicable.
Goal 5. Open Spaces, Scenic and Historical Areas, and Natural Resources. To conserve open spaces and protect natural and scenic resources.	Compatible. Maintains status quo.	Possible potential future Conflict. Possiblity of future highway stimulated development affecting open spaces. See discussion page 29.
Goal 6. Air, Water and Land Resources. To maintain and improve the quality of air, water and land resources.	Compatible.	Compatible.

Table 5 Continued

Project Compatibility with LCDC Goals

GOAL	NO-BUILD ALTERNATIVE	BUILD ALTERNATIVE
Goal 7. Natural Hazards. To protect life and property from natural disasters and hazards.	Compatible.	Compatible.
Goal 8. Recreation.	Compatible.	Compatible.
Goal 9. Economy. To Diversify and improve the economy of the state.	Potential Conflict. Congestion and rising transportation costs could inhibit the economic growth of the Boardman area.	Compatible. Congestion and transportation costs would be lower providing an improved climate for local economic growth.
Goal 10. Housing. To provide for housing needs of citizens.	Not Applicable	Not Applicable.
Goal 11. Public Facilities and Services. To plan and develop public facilities and service.	Compatible.	Compatible.
Goal 12. Tranportation. To provide and encourage a safe, convenient and economic transportation system.	Potential Conflict. Does not conform with local transportation plans.	Compatible. Conforms with local transportation plans, improves local traffic congestion and mobility.
Goal 13. Energy Conservation.	Compatible. Although congestion and longer hauls result in greater fuel expenditures.	Compatible. Improved traffic flows and shortening hauls would result in greater fuel conservation.

Table 5 Contiued

Project Compatibility With LCDC Goals

GOAL	NO-BUILD ALTERNATIVE	BUILD ALTERNATIVE
Goal 14. Urbanization. To provide an orderly and efficient transition from rural to urban uses.	Potential Conflict. Traffic congestion is not conducive to providing a safe, orderly or efficient urbanization process.	Compatible.
Goal 15. Willamette River.	Not Applicable.	Not Applicable.
Goal 16. Esturine Resources.	Not Applicable.	Not Applicable.
Goal 17. Coastal Shorelands.	Not Applicable.	Not Applicable.
Goal 18. Beaches and Dunes.	Not Applicable.	Not Applicable.
Goal 19. Ocean Resources.	Not Applicable.	Not Applicable.

The area in the vicinity of the Columbia River is regarded as a generally high density area for the discovery of archeological sites. However, a cultural resource survey of the project area produced no evidence of sites that would be impacted by the project. The results of this survey have been concurred with by the State Historic Preservation Office (SHPO). SHPO therefore feels that Public Law 89-665 and Executive Order 11593 have been complied with and the proposed project may go forward as planned.

Construction Impacts. Construction activities will have little impact on I-84 traffic movements or on the surrounding area. The construction of the underpass structure may require temporary, minor detours. While construction is occurring on one side of the freeway, traffic would be routed to the other side. This approach will not only minimize interference with traffic flow, but would help to reduce erosion problems. However, if the usual construction related noise, dust and vibrations become a problem, construction procedures and time tables would adhere to the *Oregon Transportation Commission's Standard Specifications for Highway Construction (1974)* to minimize such effects on residents and workers.

Comments and Coordination

Additional access from I-84 to the Port of Morrow has been the subject of discussion between local, state, and federal officials for over 20 years. Between 1958 and 1964, during the planning stages of I-84 (then I-80N), local officials were proposing the construction of an "elongated diamond interchange", which would allow access at two separated points with frontage roads parallel to the freeway as connections.

In 1964, the Highway Commission approved retention of an abandoned railroad overpass that was part of Old U.S. Highway 730. This was requested by local officials who felt that the structure could later be used as access to those areas of the Port of Morrow located north of the Union Pacific Railroad. Local officials also envisioned the development of an industrial complex between the planned freeway and the railroad. It was felt that traffic generated from such an industrial development could become a hazard at the single Boardman Interchange, intended to serve both city and the port.

The discussion of additional access did not cease with the completion of the freeway and the single Boardman Interchange in 1965. In 1971, the need for additional access was addressed in the Comprehensive Plan for Boardman. The current comprehensive plans for both Boardman and Morrow Counties and the Morrow County Economic Advisory Committee all recommended the construction of the project. The project has the support of the regional and state units of government in addition to local community initiated petition drive, which has gathered 180 signatures in support of the proposed project.

Such local concern has also been evident during recent local Six Year Highway Improvement Program public meetings held in Hermiston.

Following the release of the environmental assessment, a formal public hearing, preceded by an informational session, was held on November 18, 1981, in the Riverside High School in Boardman, Oregon. Twenty-four people were in attendance, with 11 of them offering verbal testimony. Eight were in favor of the Build Alternative, none in support of the No-Build Alternative, two expressed no choice, and one suggested another alternative.

Only one person questioned the actual need for the proposed interchange, stating that the Highway 730 Interchange needed improvement first, and then if an access road were then built to the Port, there would be no need for the proposed project. Other comments centered on specific design features and the need for moving up the construction date. These include:

(1) The need for a dedicated public access south of the proposed interchange to Wilson Road.

(2) That if a road south of the interchange were to become a reality, then Wilson Road would become congested with truck traffic.

(3) The interchange design should contain provisions for future utility transfers across the freeway.

In response to the comment suggesting the improvement of the Highway 730 Interchange, a similar alternative was evaluated during the preliminary location phase of the proposal. It was determined that the alternative (discussed on page 5 in the Environmental Assessment) did not prudently satisfy the traffic needs of the Boardman-Port of Morrow area.

Concerning the comment centering on an interchange design that would include a dedicated public access south to Wilson Road, the Highway Division cannot instigate or designate areas for public access outside the limits of the freeway right-of-way. Such access, however, would be granted provided the connecting roadway is a city street or county road. Furthermore, since the planning and construction of this extension would be the responsibility of local government, the control of the size and quantity of truck traffic on Wilson Road would also be the responsibility of local government.

In reply to the suggestion that the interchange design should contain provisions for future utility transfers across the freeway, the proposed design will consider such future utility transfers, but these utilities will have to be installed under permit from the Oregon State Highway Division.

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9629

8

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

5-6-82

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. I 84-5(1)165
2. STATE PROJECT NO. See below
2A. COUNTY NAME Morrow

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 10090

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 5/6/82
8. FEDERAL ROUTE NUMBER Interstate 84
9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
Port of Morrow Interchange Section

11. GENERAL DESCRIPTION OF WORK
PS&E preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work at a TEC $76,100 F.F. $70,179
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 2/12/82.

FONSI issued May 6, 1982.

RECEIVED
STATE HWY ENGR
MAY 21 '82
REFER TO Moehring
FOR
Info | Inves | R/D | D.R | Sign | Act | File

Orig to
5-21-82

14. DATE 5/6/82
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9629 8

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: April 23, 1982

FROM: Gary A. Potter, Manager
Environmental Section
Gary

SUBJECT: Revised Environmental Assessment
Port of Morrow Interchange
Morrow County

The subject document in the form of a revised Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The document concludes that the project will not have a significant impact on the environment.

If you agree, please sign below and return same to this office. The Federal Highway Administration will then be asked to make the formal Finding of No Significant Impact (FONSI), as required by 23 CFR Part 771.121.

April 23, 1982
Date

J H Versteeg for Concur
E. S. Hunter
Assistant State Highway Engineer

GAP:lb

Attachment

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
Bob Hector

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.: PRO 6

February 12, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Study Report
Item No. 10090
Project No. I-84-5(1)165
Port of Morrow Interchange
Morrow County

Enclosed is a copy of the study report for the subject project to aid you in you evaluation to determine if the Finding-of-No-Significant-Impact (FONSI), when submitted, adequately addresses the proposed location/design.

I request authorization, upon approval of the FONSI, to proceed with the portion of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval with no additional obligation of funds to commence this phase of work.

JLG:bkc

cc: W.E. Schwartz (Region 5)
Frank Terpin
Gary Potter
General Files

Form 734-3122

9629 2-11-82 [illegible]

Oregon Department of Transportation
Hearing Study Report
PORT OF MORROW INTERCHANGE
Columbia River Highway
Morrow County

RECEIVED [illegible]
[illegible] SECTION

CONTENTS

Recommendation

Hearing Summation

Hearing Comments and Response

Project Summation

Environmental Impact Summation

Hearing Transcript

Map

RECOMMENDATION

The Oregon State Highway Division recommends approval of the Build Alternative for the Port of Morrow Interchange Section of the Columbia River Highway (I-84) in Morrow County, Oregon.

The Build Alternative will be a new diamond-type interchange on Interstate 84 located about 1.8 miles east of the present Boardman Interchange. The interchange ramps will connect with Columbia Boulevard which is the main access route to the port complex.

The following items were considered in making the above recommendation:

1) Construction of the interchange will provide an alternate access between the freeway and the port facilities;

2) Traffic movements from the freeway to the port will be reasonably served to the year 2000;

3) Removal of truck traffic from Main Street in Boardman will improve both pedestrian and traffic safety;

4) The Build Alternative is consistent with City of Boardman and Morrow County comprehensive plans;

5) The Build Alternative is consistent with planned growth of the port facilities; and,

6) Removal of truck traffic from the Boardman streets will improve response time of emergency vehicles.

HEARING SUMMATION

A combination Corridor-Design hearing for the Port of Morrow Interchange was held at 7:30 p.m., November 18, 1981, in the Riverside High School in Boardman, Oregon.

In addition to the formal hearing, an informational session was held between 2:00 p.m. and 4:30 p.m. on November 18, 1981 at the same location.

Before accepting testimony from the 24 persons in attendance, the hearing officer had staff members present the Alternatives (Build and No-Build). Staff members also reviewed the right-of-way acquisition program and summarized the environmental impacts associated with each Alternative.

Eleven persons offered verbal testimony at the hearing. No additional written documentation was received.

The following table summarizes the testimony by Alternative:

Build Alternative	8
No-Build Alternative	0
No Choice	2
Other	1

HEARING COMMENTS AND RESPONSE

This portion of the report summarizes and responds to the major comments made at the public hearing.

COMMENT The interchange design should contain provisions for a dedicated public access to the south.

RESPONSE The Highway Division cannot instigate or designate areas for public access outside the limits of the freeway right-of-way; however, access to the connector road of the interchange would be granted provided the connecting roadway is a city street or county road.

COMMENT I think the 1990 traffic flow pattern estimates are low.

RESPONSE The 1990 traffic volumes outlined in the Environmental Assessment were based on data available at the time the document was prepared. Any subsequent changes in planning for the port complex could, of course, alter the projections to some extent.

COMMENT No comments have been made regarding a construction schedule.

RESPONSE At the time the subject hearing was held, the Highway Division was also updating the Six-Year Highway Improvement Program. This conflict in scheduling resulted in a void wherein a construction date could not be given.

The proposed 1982-87 Six-Year Highway Improvement Program lists the Port of Morrow Interchange Section for construction in fiscal year 1983 with the following stipulations. Construction in 1983 will depend upon the availability of Federal Aid Interstate funds, adequate Federal Aid obligation authority (State funds) and possible participation by the Port of Morrow.

COMMENT The interchange design should contain provisions for future utility transfers across the freeway.

RESPONSE The design will consider future installation of utilities along the connector road. These utilities will have to be installed under a permit from the Oregon Highway Division.

COMMENT The Port of Morrow stands ready to commit some of its resources to help this project reach a timely construction phase.

RESPONSE As noted in a previous response, the placement of the project on the proposed program for fiscal year 1983 is based partly on the above comment.

COMMENT The first thing that needs to be done is to correct the interchange at Highway 730. If this was done and an access road built to the port, there would be no need for this interchange.

RESPONSE An alternative similar to the one outlined above was evaluated during the preliminary location phase of the proposal. The alternative, as stated in the Environmental Assessment, was not selected for advancement.

COMMENT Construction of the interchange will make a road directly to Wilson Road which will add a lot of truck traffic to Wilson Road.

RESPONSE The interchange design does not include a southerly extension of the connector road to Wilson Road.

Planning for and construction of this extension would be the responsibility of Morrow County Officials. Control of the size and quantity of the truck traffic on Wilson Road would also be the responsibility of the county.

COMMENT Anything that can be done to expedite the construction of the interchange should be done.

RESPONSE See previous response referring to the Six-Year Highway Improvement Program schedule.

PROJECT SUMMATION

The proposal consists of constructing a new interchange on Interstate 84 (Columbia River Highway) to provide an additional or alternative access to the Port of Morrow industrial complex.

At the present time, traffic bound for the port complex must leave the freeway at the Boardman Interchange and traverse city streets to reach their destination. The streets (Main Street and Columbia Boulevard) are becoming overly congested due to the large percentage of heavy truck traffic that must use them for access to the port. The continued use of the streets by the trucks will mandate the need for major reconstruction in the near future.

The presence of heavy trucks on Main Street creates a potential for an increased accident rate for both local traffic and pedestrians crossing the street.

The potential for increased accidents and street reconstruction will accelerate as traffic volumes increase in the future.

The alternative access would be the development of a new diamond-type interchange on the freeway about 1.8 miles east of Boardman. The new interchange will serve as an alternate or additional route for freeway traffic bound for the port facilities along Columbia Boulevard. Construction of the interchange should result in a drastic reduction of truck traffic on Main Street in Boardman. This reduction in traffic should enhance both the usage and safety of motorists and pedestrian on the street.

The project will include construction of entrance and exit ramps from both the eastbound and westbound lanes of the freeway; construction of a depressed connector road between the ramps and Columbia Boulevard; construction of new bridges on both lanes of the freeway over the connector road; and, all other entities involved in highway construction.

The roadway section for the new ramps will include 4-foot left shoulders, 16-foot travel lanes and 6-foot right shoulders. The connector road would be a two-way facility with 12-foot travel lanes and 6-foot shoulders.

Additional aspects of the proposal would be the inclusion of provisions for a public access road to extend southerly from the connector road and provision for extending utilities through the interchange.

ENVIRONMENTAL IMPACT SUMMATION

The following summation is intended as a brief review of the impacts associated with each Alternative. Additional information is available in the Environmental Assessment prepared for the proposal.

The Boardman area of Morrow County has experienced major agriculturally-based economic growth in recent years. Corresponding growth in industrial activities at the Port of Morrow has produced a dramatic increase in traffic volumes serving the Port of Morrow from Interstate 84. Currently, the traffic traveling between the Port of Morrow and I-84 must use the Boardman Inerchange for access. This requires Port of Morrow traffic to pass through the City of Boardman. The increase in traffic volumes, particularly trucks, is causing congestion and added conflicts for adjacent residents and school children.

As previously discussed, the current proposal consists of two alternatives: A No-Build Alternative and the Build Alternative.

The No-Build Alternative would result in the access to the Port of Morrow remaining at the Boardman Interchange, and Port-generated industrial traffic would continue to use Main Street in Boardman.

The Build Alternative would provide direct access between the Port of Morrow and I-84. This would result in the removal from Boardman streets of some 1,900 vehicles per day (that's average daily traffic) of which 850 would be heavy trucks.

The specific impacts by the proposed project include:

The construction of the Build Alternative would result in the expenditure of Federal and State Funds.

During construction, the Build Alternative would involve some noise and air pollution and loss of vegetation. However, over the long term, the removal of the 1,900 cars and trucks a day from the Boardman City would improve the air and noise pollution.

Excavation and embankment materials, aggregate, concrete, asphalt and energy would be used in construction.

The proposed project will require the acquisition of 5.5 acres of land from five parcels. No buildings or irrigated agricultural lands would be affected.

The increased accessibility and circulation provided by the project should produce an improved economic climate for the continued growth of the Boardman area. Specifically, economic-industrial developments, associated population growth, and potential interchange and rural residential developments could occur with the construction of the proposed interchange. And, because of improved access, the proposed prpject should make the Port of Morrow more competitive in the future in attracting industrial development.

Finally, if the proposed interchange is constructed, traffic congestion in Boardman would be much less by the year 1990 than under the No-Build Alternative. In a No-Build situation, traffic volumes by the year 1990 are expected to be more than 69 percent higher than current volumes. However, if the proposed Port of Morrow Interchange is built, traffic volumes during the same period are anticipated to increase less than 11 percent.

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PUBLIC HEARING TRANSCRIPT

7:30 p.m.
November 18, 1981
Boardman High School Auditorium
210 Boardman Ave., N.E.
Boardman, Oregon

RE: Port of Morrow Interchange
Columbia River Highway
Morrow County

MR. BOB HECTOR: Good evening, ladies and gentlemen. It is now 7:30 p.m., November 18, 1981, which time has been designated for the corridor-design hearing on the Port of Morrow Interchange Project. That project is on Interstate Highway 84 in Morrow County.

I'm Bob Hector. I'm the Construction Engineer for Region 5, my office is at LaGrande, and I will be conducting this meeting. I would like to introduce the rest of our staff who are here with us this evening. On my immediate right is Mr. Bill Ferguson. Bill is a Resident Engineer for this area, and his office is at Hermiston. Also on my far right is Mr. George Strawn. George is a Local Government Planning Coordinator for Region 5. His office is at LaGrande. On my left is Mr. Harold Brainerd. Harold is the Region Right of Way Supervisor for Region 5. His office is at Bend. (There were approximately 24 other persons present.)

This afternoon we offered an informal, informational hearing to discuss the project details and to field specific questions. The purpose of this evening's meeting is to take testimony on your reaction to our design proposal.

Before we proceed any further, I'd like to make sure everyone has filled out a registration card. I don't see Neilsen, has he handed you folks cards?

If you wish to make a statement at this hearing, mark the card and we'll call upon you to make that statement a little later on during the testimony part of the hearing. If you wish to make a written comment on the back of the card, it will become a part of the hearing record. If you do not wish to make a statement here, you'll have ten days from today in order to submit a written comment. These communications will become a part of the hearing transcript and they will be considered just as if you testified here tonight. These letters should be addressed to the Oregon Transportation Commission, State Transportation Building, Salem 97310. We've got that address over on that card.

As I indicated, this is a corridor-design hearing. Under the Federal statutes and regulations and the Oregon Action Plan, testimony will be accepted on the details of this proposal as well as alternate plans.

You should be advised that after evaluation of the statements included in this transcript, information development in support of the proposed design will be available for public inspection and copying at the Salem headquarters of the Highway Division.

The proposed contract project deals with the development of an interchange on Interstate 84 some 1.8 miles east of Boardman.

I would now like to call upon Mr. Ferguson to describe the proposal in some detail.

MR. BILL FERGUSON: The proposal considers development of a new diamond-type interchange on the Columbia River Highway about 1.8 miles east of Boardman. The new interchange will serve as an alternate route for freeway traffic bound for the Port of Morrow industrial area along the Columbia River.

The project will include construction of entrance ramps from both eastbound and westbound lanes of the freeway, construction of a depressed connector road between the ramps and Columbia Avenue, construction of new bridges on both lanes of the freeway over the connector road, obliteration of the old roadways between the freeway and Columbia Avenue, and provisions for a dedicated public access on the south side.

The roadway section for the new ramps would include a four-foot left shoulder, a 16-foot travel lane, and six-foot right shoulders. The connector road would have 12-foot lanes and six-foot shoulders.

Additional project considerations would include guardrail where required, drainage, seeding and mulching or landscaping, signing and lighting, and traffic control devices to protect the public during construction. Thank you, Bob.

MR. HECTOR: Thank you, Bill. I'd like to ask Mr. Brainerd to discuss the right-of-way acquisition procedures which will be followed on this project.

MR. HAROLD BRAINERD: The public hearing being held today is to afford interested people the opportunity to express their views regarding the general design of this highway facility. The additional right of way necessary for the construction of the highway interchange structure will require the acquisition of five parcels of land. The construction will not require the displacement of any dwellings, businesses, or non-profit facilities, based upon current design.

An explanation of the right-of-way acquisition process is contained in a leaflet, "Acquiring Land for Highways" (Form Rev. 12-77). This leaflet covers the matters of the public hearing, procedures for handling payments for property, and an explanation of eminent domain procedures. The addresses of the Bend and LaGrande Region Right of Way Offices are contained in the leaflet, should further information on right-of-way procedures be needed.

As previously stated, the present design does not require the displacement of any improvements. In the event of design change, or other factors that might require the acquisition of improvements, another leaflet, "Moving Because of the Highway" (Form 81-734-3772) is available for anyone who might be interested. It explains the benefits of the 1970 Uniform Relocation Act, which are quite numerous.

The time required for our right-of-way acquisition is estimated at six months from the date of authorization of the project. Thank you, Bob. (Copies of leaflets referred to above are available at 2111 Adams Street in LaGrande.)

MR. HECTOR: Thank you, Harold. Mr. Strawn will give us a summary of the environmental impacts. George.

MR. GEORGE STRAWN: An Environmental Assessment of the proposed Port of Morrow Interchange and the impacts it would have on the physical and human environment of the area has been prepared by the Oregon Department of Transportation and its Region 5 staff. Hopefully, many of you may have had an opportunity to look at it.

The Boardman area of Morrow County has experienced major agriculturally-based economic growth in recent years. Corresponding growth in industrial activities at the Port of Morrow has produced a dramatic increase in traffic volumes serving the Port of Morrow from Interstate 84. Currently, the traffic traveling between the Port of Morrow and I-84 must use the Boardman Interchange for access. This requires Port of Morrow traffic to pass through the City of Boardman. The increase in traffic volumes, particularly trucks, is causing congestion and added conflicts for adjacent residents and school children.

As previously discussed, the current proposal consists of two alternatives: A No-Build Alternative and the Build Alternative.

The No-Build Alternative would result in the access to the Port of Morrow remaining at the Boardman Interchange, and Port-generated industrial traffic would continue to use Main Street in Boardman.

The Build Alternative would provide direct access between the Port of Morrow and I-84. This would result in the removal from Boardman streets of some 1900 vehicles per day (that's average daily traffic) of which 850 would be heavy trucks.

The specific impacts by the proposed project include:

(1) The construction of the Build Alternative would result in the expenditure of Federal and State Funds.

(2) During construction, the Build Alternative would involve some noise and air pollution and loss of vegetation. However, over the long term, the removal of the 1900 cars and trucks a day from the Boardman City would improve the air and noise pollution.

(3) Excavation and embankment materials, aggregate, concrete, asphalt, and energy would be used in construction.

(4) The proposed project will require the acquisition of 5.5 acres of land from five parcels. No buildings or irrigated agricultural lands would be affected.

(5) The increased accessibility and circulation provided by the project should produce an improved economic climate for the continued growth of the Boardman area. Specifically, economic-industrial developments, associated population growth, and potential interchange and rural residential developments could occur with the construction of the proposed interchange. And, because of improved access, the proposed project should make the Port of Morrow more competitive in the future in attracting industrial development.

(6) Finally, if the proposed interchange is constructed, traffic congestion in Boardman would be significantly less by the year 1990 than under the No-Build Alternative. In a No-Build situation, traffic volumes by the year 1990 are expected to be more than 69 percent higher than current volumes. However, if the proposed Port of Morrow Interchange is built, traffic volumes during the same period are anticipated to increase less than 11 percent.

That is a summary of the main impacts of the proposed project. Additional and more detailed information is contained in the environmental document, which is available here for your examination. Thank you, Bob.

MR. HECTOR: Thank you, George. During the development part of this project, a group of local folks provided a real assistance to the Highway Division in working on a Citizens Advisory Committee with us. They provided a real service to us. I'd like to publicly thank those folks. I see a few of them in our audience here this evening. Martin Kreft is here, Rupert Kennedy, Murray Meade, and Max Hellberg is here, I believe. Did I miss anybody? I really appreciate your help. Thank you very much.

Okay, now the formalities are out of the way and it's time to receive your comments. We get down to the important part of this meeting. I'd ask you when I call your name to come to the podium, if you would please, so we can pick up what you have to say on our recording. And I'll begin by calling Mr. Robert Sicard.

MR. ROBERT SICARD: Sir, it has been explained satisfactorily to me. Thank you.

MR. HECTOR: Thank you very much. Gene Trumbull.

MR. GENE TRUMBULL: Thank you. I'm Gene Trumbull, Chairman of the Morrow County Planning Commission. I'd just like to say that I am excited that we are moving forward on this project and it's one that is very much needed in our community. We are working; we have set up some committees to work with the alternative traffic problems that are around our community and this is one of them that we are very much interested in getting solved. Thank you.

MR. HECTOR: Thank you. Murray Meade.

MR. MURRAY E. MEADE: Thank you, Mr. Hector. I am representing U and I Incorporated. U and I strongly supports the Port of Morrow Interchange. This interchange has a tremendous value to U and I employees, U and I truckers and the City of Boardman. U and I employees from the Hermiston-Umatilla and Irrigon area will make about 260,000 trips through the City of Boardman, and U and I trucks will make another 40,000 trips through the City of Boardman in the coming year. This totals about 300,000 trips through our City each year. U and I is concerned for the potential one million miles this interchange will save for our employees and for the safety of our children and people in this community. Thank you. (A letter was submitted dated November 23, 1981, from Murray Meade which was identical to his verbal presentation except for an additional comment that U and I encouraged early construction of this interchange.)

MR. HECTOR: Thank you. Don McElligott.

MR. DON McELLIGOTT: Good evening, gentlemen. Don McElligott, Morrow County Judge. The Morrow County Court, of course, endorses the interchange very strongly. We have always. I think there has been one problem and that is a dedicated public access from the south. The Court, and the other groups, are cognizant of this. We have had representatives from the Planning Commission, from the Port, and the Court meet to solve some of these problems. We've come up with five alternatives for public access to the south side from the County side and we're trying to come up with that.

We will go on with the Committee, study the alternatives, come up with one that is the least disturbing to the people of the area, and will cause the least disruption. It is in process now and by the time you are ready for construction I think our plans will be complete, and hopefully that it will displace and inconvenience the fewest people possible. That's all I have to say, thank you.

MR. HECTOR: Thank you. Ed Glenn.

MR. F. E. ED GLENN: Thank you, Mr. Hearings Officer. I'm Ed Glenn. I practice law in the City of Boardman. My wife is a teacher at Riverside High School located on your design hearing map. I think that it's certainly important that we've gone this far in designing this interchange if for no reason other than the safety of students in the City of Boardman.

From the map it's possible to see, even though on the ground it's much more apparent, that present traffic into the Port area borders the school grounds on two sides. A large number of students attend the school with a majority of them residing on the other side of Main Street. There's a lot of student traffic across Main Street between - well both going to and from school. My feeling is that this interchange is important for the safety of those students.

In addition, Boardman is kind of a unique little City in that a great deal of its business centers around that Main Street and intersections to the west or providing access to business areas to the west. Truck traffic particularly impedes the flow of that traffic. I have a friend who has practiced law in Morrow County for a number of years. He located here from elsewhere, and said this is the reason that he came here is that there are no traffic lights in Morrow County - and there are some of us that would like to keep it that way - to the extent that we can improve traffic flow patterns, maybe we'll achieve that.

Boardman is one of the few communities on the Columbia River with access to Columbia River transportation with excess sewer and water capacity, a political climate conducive to industrial growth, a Port with adequate developable lands, and an inventory of buildable residential, commercial and industrial property. I think that Boardman is going to grow very rapidly over the next few years in spite of our present economic trends. This interchange is important in that respect as well.

I carefully examined the Environmental Assessment Statement and I think the 1990 traffic flow pattern estimates are low. I base that only on my knowledge of the polical and development-oriented climate in Boardman. All of this means to say, and I have heard no comment yet respecting a construction schedule. According to the East Oregonian sometime ago, this project appears in the 1984 fiscal year on the Six-Year Plan. I would think that because we've made such good progress thus far, that some considerable effort might be asserted to expedite that process.

I think that perhaps the Hearings Officer is not aware, or perhaps outside the record is aware, of some considerable plans afoot now that may surface later this evening. But I certainly want to direct your attention to some development proposals and beyond that we all know what happens to proposals. But there are now some very serious development proposals that may increase the traffic down Main

Street, heavy truck traffic, substantially within as short of a period as six months. We think that any effort whatsoever to expedite actual construction of this project would certainly be well received.

Now let me temper all of the nice things that I've had to say about the construction and the design and the location of this project by also telling you that I own property, or an interest in property, immediately south of the proposed interchange. I'm happy to hear that you made provisions for access from the south. Thank you.

MR. HECTOR: Thank you, Mr. Glenn. Joe DuPuis.

MR. JOE DuPUIS: Gentlemen, my comments are more in the nature of a policy statement rather than an endorsement of the particular structure that you have proposed to build. I am Joe DuPuis, Master of Umatilla County Pomona Grange. I am representing W. C. Harris, Master of the Oregon State Grange.

Since its inception over 100 years ago, the Grange has advocated and fostered the building of adequate roads to serve agriculture and rural America. We owe Walter M. Pierce and the Oregon State Grange a debt of gratitude for their efforts in establishing during the 1920's one of the best systems of farm to market roads anywhere. The proposed interchange here at Boardman constitutes another step in the right direction.

The existing interchange has created a bottleneck which is strangling orderly access to all services between the freeway and the Columbia River. The congestion is not only dangerous but inhibits passage of public, farm and industrial traffic on its way to and from the various businesses occupying the Port of Morrow.

We of the Grange concur in the proposal to build a second interchange east of the present one at Boardman to alleviate the glutted conditions now hampering movement of vehicles in the city.

Sincerely submitted,

Joe DuPuis

Would you like a copy of this?

MR. HECTOR: Yes Sir, please.

MR. DuPUIS: Thank you.

MR. HECTOR: Thank you. Mr. Arnold Braat. I have a big question mark up here.

MR. ARNOLD BRAAT: I didn't put that there. (Laughter)

MR. HECTOR: Thank you very much. Wayne Schwandt checked yes, absolutely, I think. (Laughter)

MR. WAYNE L. SCHWANDT: Good evening, gentlemen, my name is Wayne Schwandt and I am the Manager of the Port of Morrow. I have just a couple of quick comments about the proposed interchange. First, to Bill's quick summary of the design of the underpass, at a meeting several months ago in Heppner in the County Court one of the concerns that was raised by a number of the people attending was the ability to plan for utility transfers across the freeway at the time this was built, and I just wanted to put into the record that we had talked about having the ability to plan for water, sewer and utility movements through there if at all possible.

The comments about the development of the Port and the safety problems in the City of Boardman have been very well stated before me and I certainly won't go into those again other than to say that the Port of Morrow Commission is extremely concerned about the safety problems that occur within the City of Boardman because of the truck traffic, the heavy truck traffic, that moves along Main Street and Columbia Boulevard.

As I mentioned earlier at the Six-Year Highway Preliminary Plan Hearing, one of the major concerns that the Chief of Police here in Boardman has commented on numerous times to me, is the possibility of waste materials falling out of trucks through some kind of mechanical failure and creating a very hazardous driving condition. He considers that one of the major problems that face Boardman as the precursor to an accident.

Development, of course, is coming to Boardman and the Port of Morrow's Industrial Park here at Boardman. I won't go through the litany again, we've done that before, you are very well aware of the potentials of the Port of Morrow, the development of the waterfront property, except to say that without identifying specific firms as we've done in the past, the things that make economic activity happen are here. They will come here whether or not there's an interchange, or whether or not there's an active Port Commission, they will come here. They may not come in an orderly manner, and they may not come and meet the best interests of the community without those kinds of things in place, but they will be here.

So it is incumbent upon us as this development occurs, and it will occur as population grows in the Northwest and Pacific Rim markets continue to improve, that we have in place the facilities and the mechanisms, the policy mechanisms, to deal with it effectively, to make it an asset to our community and not a detriment.

The last comment that I wanted to make, and I've made this before at other hearings, I wanted to reiterate that the Port Commission has discussed the importance of this interchange on numerous occasions both in their public meetings and privately amongst ourselves as we've developed our plans and for the commitment of our resources to the development of the Port area. This is of extremely high importance for the Port of Morrow, and the Port of Morrow stands ready to commit some of its resources to help this project, to move it along to a timely construction phase, and we stand ready to discuss with the Highway Division any of the proposals that you might have for commitment of those resources. Thank you very much.

MR. HECTOR: Thank you. The last card I have here is another question mark. Martha Baker.

MARTHA BAKER: All right. I'm Martha Baker and I'm just representing myself. I thoroughly agree that there needs to be an interchange, but I am not at all convinced that this is the right place for one. I think the first thing that needs to be done is the bad interchange at Highway 730. If it was made right, there'd be no need for this interchange now, that is if there were an access road to the Port from that area. Of course, if we don't have a road from the proposed interchange down to Wilson Road, if it's left alone and we keep the trucks off of Wilson Road, it would be a great help. But I'm afraid that the new interchange will make a road directly to Wilson Road and there will be a lot of truck traffic on it. And I definitely don't want the traffic, because our taxpayers will have to pay for the road but it will have State-licensed trucks on it, which will make a bad situation as far as our area is concerned. That's all.

MR. HECTOR: Thank you very much. Okay. Now I've gone through all the cards that have indicated a desire to make a statement here this evening. Yes Sir?

MR. JERRY PECK: My card is not filled out yet, I'll fill it out.

MR. HECTOR: Okay.

MR. PECK: Jerry Peck, Mayor of Boardman. The Boardman City Council for many years has expressed support for a second interchange to serve the Port. There are many, many reasons; you've heard them all, safety, economics, etc. I won't go into all of them, we've all talked about them at hearings before.

I would like to thank the Highway Commission for the speed that they went through the design and bringing the project to this state of readiness. Anything that could be done to expedite it, get it moved up a little bit on the Six-Year Plan, would be appreciated. Thank you.

MR. HECTOR: Thank you. Okay, now is there anyone else who wishes to - yes Sir?

MR. LOUIS CARLSON: Thank you, Mr. Chairman. My name is Louis Carlson, I am Vice President of the Port of Morrow. On behalf of the Port of Morrow I would like to commend the Transportation Committee for holding this hearing this evening.

The economic climate of Morrow County will be greatly enhanced by the development of this interchange. The interchange will provide direct access for volume cargo to and from the Port of Morrow. As industry grows in the Port area, population movement continues to become a problem within the city limits of Boardman. This interchange will substantially lessen this problem.

As a citizen of Morrow County and as a Port Commissioner, I welcome this much needed leg of our total transportation needs. Thank you very much.

MR. HECTOR: Thank you, Mr. Carlson. Now is there anyone else who'd like to come forward and make a statement? Okay, before I close I'd like to remind all of you that written comments will be accepted by the Transportation Commission as testimony to this hearing. Your written comments may either be left here with us this evening or they can be mailed to the Oregon Transportation Commission, State Transportation Building, Salem 97310.

And I will now close this meeting at 8:05 p.m. Thank you very much.

006647

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

ROW

STATE OF OREGON **INTEROFFICE MEMO**

TO: W. E. Schwartz
Region Engineer

DATE: January 4, 1982

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

J B Boyd

SUBJECT: Port of Morrow Interchange
Columbia River Highway

In regard to your memo of December 30, 1981, I would suggest you clarify two items to the Port of Morrow.

1. Right of Way Acquisition: Our experience with entities such as the Port of Morrow acquiring project hasn't been good. The effort to undo is greater generally than doing the program in the first place. Please suggest to the Port of Morrow that a project agreement be signed with the Port agreeing to furnish the cost and the Highway Division doing the actual acquisition work. Mr. Brainerd will be glad to assist you in this effort.

2. Material Source: After all our discussions of the past and the effort that it caused I would suggest you outline in writing the terms that you would agree to. These terms should be reviewed by Mr. Coulter on principle and by the Right of Way Section on the technical details and legality.

JBB:jr

cc: H. S. Coulter
Harold Brainerd

RECEIVED
STATE HWY ENGR
JAN 5 '82
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STATE HWY ENGR
JAN 4 '82
~~REFER TO~~
FOR

Info	Inves	R/D	D/R	Sign	Act	File
X						

TO: Memo to File

DATE: December 30, 1981

FROM: W. E. Schwartz
Region Engineer

SUBJECT: Port of Morrow Interchange

On Tuesday, December 29, 1981 I met with Port of Morrow Vice Chairman Louis Carlson and Port Manager Wayne Schwandt. Accompanying me were Bob Hector and Roger Lang.

The Port had indicated, during the 6-Year Program meetings, that they would be willing to commit some of their resources to this project to demonstrate the importance of the project to their overall port development.

Further, the proposed 6-Year Program as submitted to the Transportation Commission shows the Port of Morrow Interchange project in fiscal 1983. The project carries a footnote which states that "Construction in 1983 will depend upon . . . possible participation by the Port of Morrow.".

The purpose of the meeting was to discuss with Port officials what resources they would, or could, commit to the project. It was immediately apparent that they were thinking in terms of acquiring the necessary right-of-way for the project if that would demonstrate an adequate commitment. I advised them that we would consider this to be an adequate commitment.

I further told them that if they want to acquire the right-of-way, there were certain prescribed procedures to be followed in order to satisfy State and Federal requirements. I advised we would do the necessary title investigations, prepare the descriptions, and do all other things necessary for them to conduct the negotiations. We would have the Region Right-of-Way Supervisor advise them at every step to insure that the negotiations were properly conducted.

I was advised that the full Port Commission had to be in agreement before they would commit the Port to doing this. The next meeting of the Port Commission is January 14, 1982. We will be advised after that date.

There are six parcels of right-of-way involved which total 11.32 acres. Two parcels are in public ownership and the remainder are private ownerships.

Also briefly discussed in this meeting was our material site located within the Port industrial park. The Port will very soon be constructing waterfront wharfing facilities which will involve the dredging of 1.3 million yards of material. They think that a good portion of this will be gravel material. They wanted to know if we would consider swapping our mineral rights for some quantity of this dredged material. I told them that we would agree to this concept provided satisfactory arrangements regarding storage of material, quantity of material, suitable site for processing can be worked out, and if the material proved to be satisfactory. We will pursue this matter further when they are a little further into their project.

WES/vt

cc: H. S. Coulter
J. B. Boyd
D. H. Moehring
Harold Brainerd

1983 Port of Morrow Intchng. 9629
Sec., Columbia River Hwy.
(Pav., Grad., Struc., Sign.) #3

VICTOR ATIYEH
GOVERNOR

Oregon Transportation Commission

OFFICE OF ANTHONY YTURRI, 89 S.W. THIRD AVENUE, ONTARIO, OREGON 97914

In Reply Refer To
File No

810116

December 1, 1981

Mr. W. E. Schwandt, Manager
Port of Morrow
P O Box 200
Boardman, OR 97818

Dear Mr. Schwartz:

This acknowledges receipt of your letter of November 23, 1981, wherein you set forth additional comments for the purpose of urging the Commission to advance the Port of Morrow Interchange at Boardman from fiscal year 1984 to an earlier date.

The Commission has not as yet made final decisions as to the Six Year Highway Program. You may rest assured that the Commission and the staff will take into careful consideration the arguments advanced in your letter before reaching final conclusions.

Very truly yours,

Anthony Yturri

Anthony Yturri
Chairman

AY:HRF

cc: F B Klaboe
✓H Scott Coulter
w/enc of 11-23-81 letter

Cy Mailing
Schwartz
12/3

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DEC 3 '81

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FOR

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Form 734-3122

PORT OF MORROW

November 23, 1981

Mr. Anthony Yturri, Chairman
Oregon Transportation Commission
c/o Rose & Burnham Yturri
89 S. W. Third
Ontario, OR 97914

RE: PORT OF MORROW INTERCHANGE

Dear Mr. Yturri:

Following the Highway Division's public hearing on November 18, 1981 pertaining to the design features of the Port of Morrow Interchange, we would like to offer these additional comments and points of clarification:

1. U & I, Incorporated, the Port of Morrow's major industrial tenant, is considering the expansion of their food processing facility at their Boardman site.

   The corporation is in their final decision-making process with the expansion decision about 90% complete.

   Of course, in the final analysis, the decision to expand at Boardman is an economic one. With all of U & I's raw product arriving by truck from the east, the early construction of the Port of Morrow Interchange would result in the savings of thousands of dollars in transportation costs.

   The area economic impact is considerable. Expansion at the U & I plant would result in an increase of at least 500 new, year-round jobs in a primary production industry. A conservative multiplier of 1.5 for other sector employment would mean an additional 750 jobs in the Northeast Oregon economy.

Post Office Box 200 • Boardman, Oregon 97818 • (503) 481-2695

By committing to a construction schedule of 1982 start-up, we may play an important role in assuring a major economic activity happens in Oregon during these difficult times.

You are welcome to confirm this information with Mr. Murray Meade, Director of Potato Processing for U & I Corporation. His address and telephone number are:

Mr. Murray Meade, Director
Potato Processing
U & I, Incorporated
P. O. Box 379
Boardman, OR 97818
(503) 481-2011

2. The Port of Morrow is committed to using its own resources to insure an early construction schedule for the Port of Morrow Interchange. If the project can be advanced from its current FY 84 timetable, then the Port will utilize its resources to assist in putting the project on line.

The type and magnitude of these resources is open for negotiations, depending, for example, on what is appropriate and/or offers the greatest leverage by using local rather than State or Federal resources.

We are willing to meet with you or your representatives within the near future to discuss the details.

Mr. Yturri, we hope this additional information will be of assistance to you as the Commission finalize the Six Year Highway Plan. We are confident that the project is one of the best, if not the best in Oregon, in terms of promoting economic development, improved safety on our highways, and utilizing the resources of local, state and federal governments in a most worthwhile and effective manner.

Sincerely,

Wayne L Schwandt

Wayne L. Schwandt
Manager

WLS/tlc
cc: W. E. Schwartz
Murray Meade

9621 8

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

ENVIRONMENTAL SECTION
September 14, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Wilken
Dave Carter
W. E. Schwartz
Harry Oswald
John Preston

Intergovornmental Relations Division
155 Cottage ST NE
Salem, Oregon 97310, Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: OR DOT-HWY DIV

PROJECT TITLE: Port of Morrow Interchange - EA

PNRS #: 8108 2 170

DATE: 9/11/81

The State Clearinghouse has received additional comments from Oregon State Department of Historic Preservation subsequent to our conclusion letter of 9/8/81 please see copy (ies) attached for your attention.

NOTED
E. S. HUNTER

Additional Clearinghouse comments:

(XX) Please consider this letter and enclosure(s) an addendum to our previous letter.

(XX) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

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TECHNICAL SERVICES
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FOR
Info Invest R/D D/R Sign Adj File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

SEP 1 1 1981

PNRS STATE REVIEW

Project #: 8108 [illegible] 170

Return Date: SEP [illegible] 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(x) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

EA
Port of Morrow Bldg.
Morrow

NO MENTION OF CULTURAL RESOURCES IN ENV. ASSESSMENT

RECEIVED
AUG 13 1981
STATE PARKS
DIVISION

Agency SHPO

By FOR FURTHER INFORMATION PLEASE CONTACT LELAND

Phone Number GILSEN AT 378-5023

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. S.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

APPLICANT: OR DOT HWY DIV

PROJECT TITLE: Port of Morrow Interchange-EA

DATE: 9/8/81

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency (s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

ENVIRONMENTAL SECTION
September 9, 1981

cc: E. S. Hunter
D. H. Moehring
J. H. Versteeg
F. E. Terpin
Walt Hart
Dale Wilken
Dave Carter
W. E. Schwartz
Harry Oswald
John Preston

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number

8108 2 170

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

RECEIVED
TECHNICAL SERVICES
SEP 10 '81
REFER TO
FOR

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

Kay L. Wilcox
A-95 Coordinator

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

20 1981

PNRS STATE REVIEW

Project #: 8108 2 170 Return Date: SEP 04 1981

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

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TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ☒ It has no adverse effect.
- ☐ We have no comment.
- ☐ Effects, although measurable, would be acceptable.
- ☐ It has adverse effects. (Explain in Remarks Section)
- ☐ We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)
- ☐ Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

We support # 2 (build alternative) as it is necessary to further agricultural development in the Boardman area.

Agency Agriculture By

Phone Number 8-4665

9/81

7

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project I-84-5(1)165
Environmental Assessment
Port of Morrow Interchange
Morrow County

Date: August 10, 1981

Reply to Attn. of: HFO.4/5-OR

From: Division Administrator

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

NOTED — H.S. COULTER

The subject Environmental Assessment, submitted with your letter of July 9, 1981, is approved.

Richard R. [illegible]
for Dale E. Wilken

cc:
OSHD (E S Hunter, Tech Svcs)
OSHD (Env, Reg V)

ENVIRONMENTAL SECTION
August 11, 1981

cc: H. S. Coulter
E. S. Hunter
D. H. Moehring
Dale Allen

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STATE HWY ENGR
AUG 12 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

9429

8

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: July 9, 1981

FROM: Gary A. Potter, Manager by Ron Gilmore
Environmental Section

SUBJECT: Environmental Assessment
Port of Morrow Interchange
Morrow County, Oregon

The subject Environmental Assessment has been reviewed and determined to adequately cover the natural and social environmental impacts of the project. The assessment concludes that the proposed project will result in no significant environmental impacts.

If you agree, please sign below and return same to this office. The Assessment will then be submitted to the Federal Highway Administration for their concurrence.

7-9-81
Date

ES Hunter Concur
E. S. Hunter
Assistant State Highway Engineer

GAP:lb

Attachment

cc: J. H. Versteeg
F. E. Terpin
D. H. Moehring
W. E. Schwartz

Contains
Recycled
Materials

9629

5-21

ENVIRONMENTAL ASSESSMENT

PORT OF MORROW INTERCHANGE
MORROW COUNTY, OREGON

FEDERAL HIGHWAY ADMINISTRATION
OREGON DEPARTMENT OF TRANSPORTATION

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ENVIRONMENTAL ASSESSMENT
PORT OF MORROW INTERCHANGE

DESCRIPTION OF THE PROPOSED ACTION

The proposed action is the construction of a new rural diamond interchange on Interstate 84 at M.P. 165.87, 1.8 miles east of Boardman. (See Figures 1 and 2.) The proposed interchange would consist of an overcrossing structure and four ramps. The Port of Morrow would be accessed via Columbia Boulevard (Old Highway 30), immediately to the north of the proposed interchange. (See Figure 3.) The proposed interchange is expected to remove approximately 1,900 vehicles per day (850 of which are trucks) from Main Street in Boardman, and would provide a more direct access to the Port of Morrow.

Need

Currently all traffic travelling between the Port of Morrow and Interstate 84 must use the I-84 Boardman Interchange for interstate ingress and egress. This requires Port of Morrow traffic to pass through the City of Boardman, using North Main Street and Columbia Boulevard (Old U.S. 30). A school and numerous residential properties are located alongside these streets. As industrial development at the Port has progressed, traffic generated by this growth has increased, causing congestion and a growing safety hazard. Continued Port development will make this situation worse. The proposed interchange is needed to relieve the City of Boardman of Port related traffic congestion and associated safety hazards.

Alternatives Considered

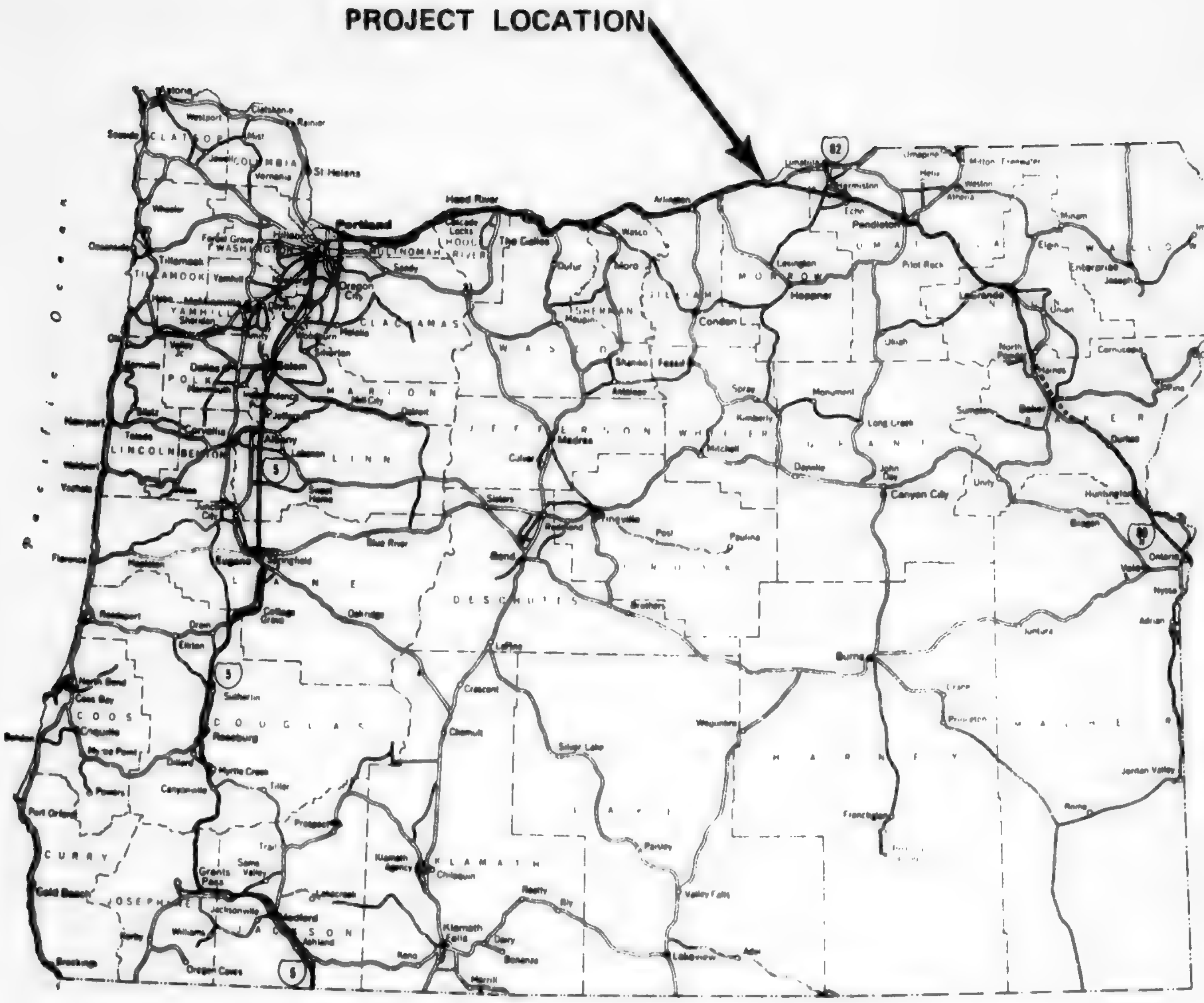
(1) No-Build Alternative. A No-Build Alternative would result in the access to the Port of Morrow remaining at the Boardman Interchange. Under this alternative, Port generated industrial traffic would continue to use Main Street in Boardman.

(2) Build Alternative. This alternative consists of constructing a full diamond interchange on Interstate 84, approximately 1.8 miles east of the Boardman Interchange. The interchange would connect with the existing road system (formerly part of Old Highway 30), providing direct access between I-84 and the Port of Morrow. The currently proposed project does not include a connection to the area south of the proposed interchange. The Build Alternative is preferred for the following reasons:

(a) The proposed interchange would provide direct access to the Port of Morrow industrial and food processing park without travel on City of Boardman streets. The proposed interchange is the only location where a direct tie can be made to the local road system (Old Highway 30 and 730

Figure 1

PROJECT'S LOCATION IN OREGON


PROJECT LOCATION
Pacific Ocean
Astoria
Westport
Clatskanie
Rainier
Seaside
CLATSOP
Mist
Jewell
COLUMBIA
St Helens
Vernonia
Wheeler
Portland
Hillsboro
Forest Grove
WASHINGTON
Tillamook
TILLAMOOK
Yamhill
YAMHILL
Sheridan
Oregon City
CLACKAMAS
Sandy
MULTNOMAH
Hood River
Cascade Locks
HOOD RIVER
The Dalles
Dufur
Wasco
Moro
SHERMAN
Maupin
WASCO
Shaniko
Fossil
Antelope
Arlington
Condon
GILLIAM
Umatilla
Hermiston
Echo
Pendleton
Milton Freewater
Helix
Weston
Athena
UMATILLA
Pilot Rock
Lexington
MORROW
Heppner
Ukiah
Elgin
Minam
Enterprise
Joseph
Imnaha
WALLOWA
La Grande
Union
North Powder
Haines
Cornucopia
Copperfield
Halfway
Baker
Sumpter
BAKER
Durkee
Huntington
Unity
Spray
Monument
Kimberly
Long Creek
WHEELER
GRANT
Mitchell
Dayville
John Day
Canyon City
Prineville
Post
Paulina
CROOK
Brogan
Vale
Ontario
Nyssa
Adrian
Juntura
Burns
Crane
Dallas
POLK
Salem
MARION
Mill City
Detroit
Silverton
Newport
Toledo
Corvallis
Albany
Lebanon
LINCOLN
BENTON
LINN
Waldport
Yachats
Sweet Home
Junction City
Florence
Eugene
Springfield
LANE
Blue River
Sisters
Redmond
Madras
Culver
JEFFERSON
Bend
DESCHUTES
Brothers
Oakridge
Cottage Grove
Reedsport
Drain
Elkton
North Bend
Coos Bay
COOS
Sutherlin
Roseburg
DOUGLAS
La Pine
Crescent
Chemult
Silver Lake
Wagontire
HARNEY
Bandon
Myrtle Point
Powers
Myrtle Creek
Canyonville
Tiller
Port Orford
CURRY
Gold Beach
Prospect
Grants Pass
Sams Valley
JOSEPHINE
Jacksonville
Medford
Ashland
JACKSON
Brookings
Oregon Caves
Klamath Agency
Chiloquin
KLAMATH
Klamath Falls
Beatty
Bly
Bonanza
Merrill
Keno
LAKE
Paisley
Valley Falls
Lakeview
Adel
Frenchglen
Jordan Valley
Rome
MALHEUR
5
82
80

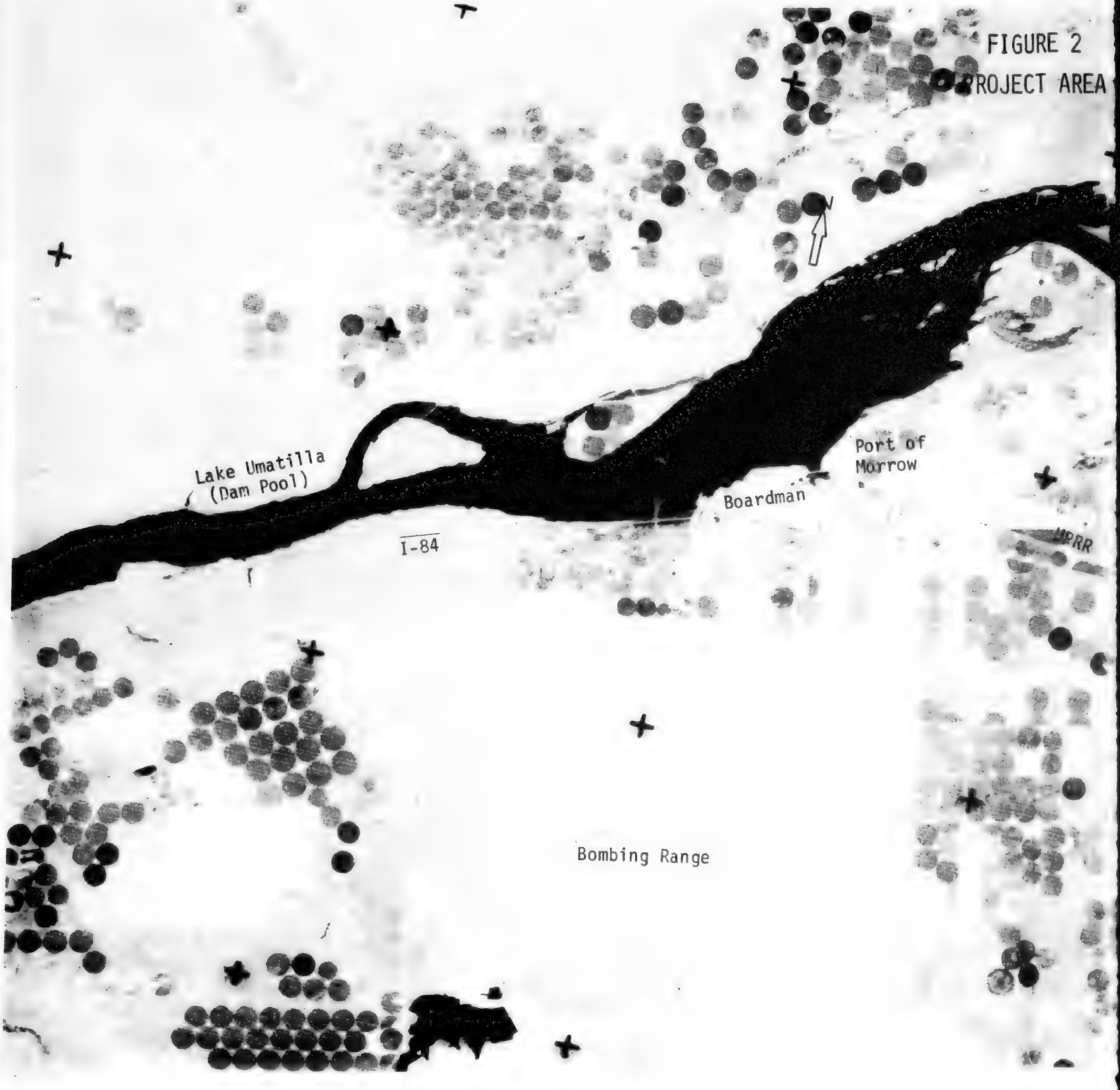
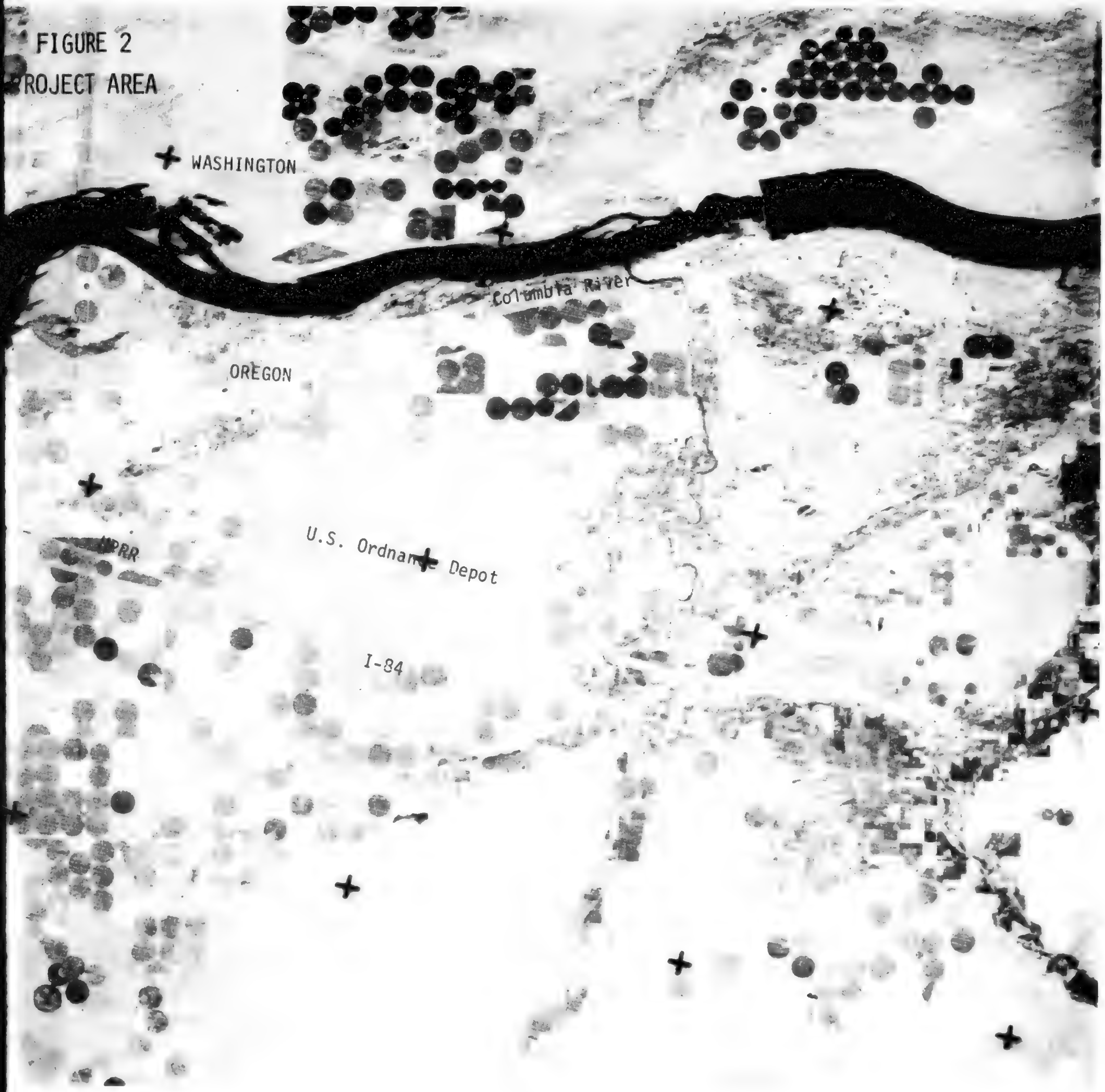


FIGURE 2
PROJECT AREA

Lake Umatilla
(Dam Pool)
I-84
Boardman
Port of
Morrow
UPRR
Bombing Range

FIGURE 2

PROJECT AREA


WASHINGTON
Columbia River
OREGON
UPRR
U.S. Ordnance Depot
I-84

now known as Columbia Boulevard) with an adequate structure over the railroad. This railroad structure provides the only direct access to the Port's deep water port facilities (Figure 3).

(b) The proposed interchange is a part of the comprehensive plans for the City of Boardman, the Port of Morrow and Morrow County.

(c) There are no existing streets or roads that provide interstate traffic with an alternate route into the City of Boardman or the Port of Morrow.

(d) The new interchange would remove approximately 850 heavy trucks per day from downtown streets (reducing premature street destruction), and improve safety for pedestrians and traffic.

(e) The new interchange would prevent traffic back-ups on the freeway, caused by slow-moving, heavily loaded trucks on the existing interchange ramps.

(f) Economically, the new access would provide service to a developing centralized food processing industrial park complex. This would aid economic development of a growing regional transportation, industrial and employment center, and improve service to public use facilities and major traffic generators.

Other Alternatives Considered But Not Advanced

The alternatives not considered and reasons for their exclusion include:

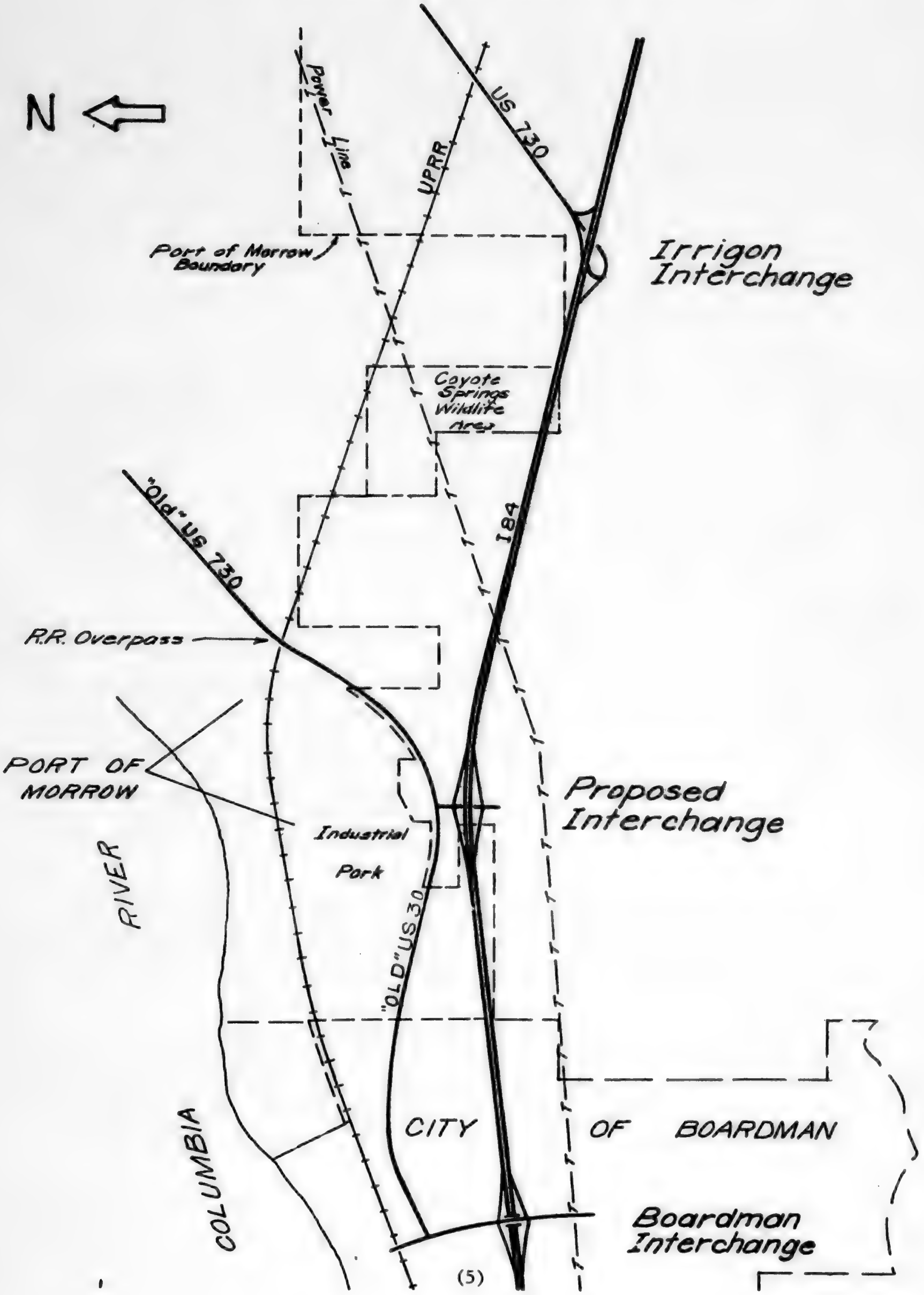
(a) West Frontage Road. This would access the Port of Morrow from the west via a new frontage road from the existing Boardman Interchange (Figure 4). About 1.1 miles of new construction would be required. However, the area needed for acquisition has been proposed for commercial, residential and industrial development. A city park and residential development are under construction. In addition, the proposed link would be adjacent to an existing motel and a new residential development. Both the potential and existing land uses would be incompatible with the proposed West Frontage Road.

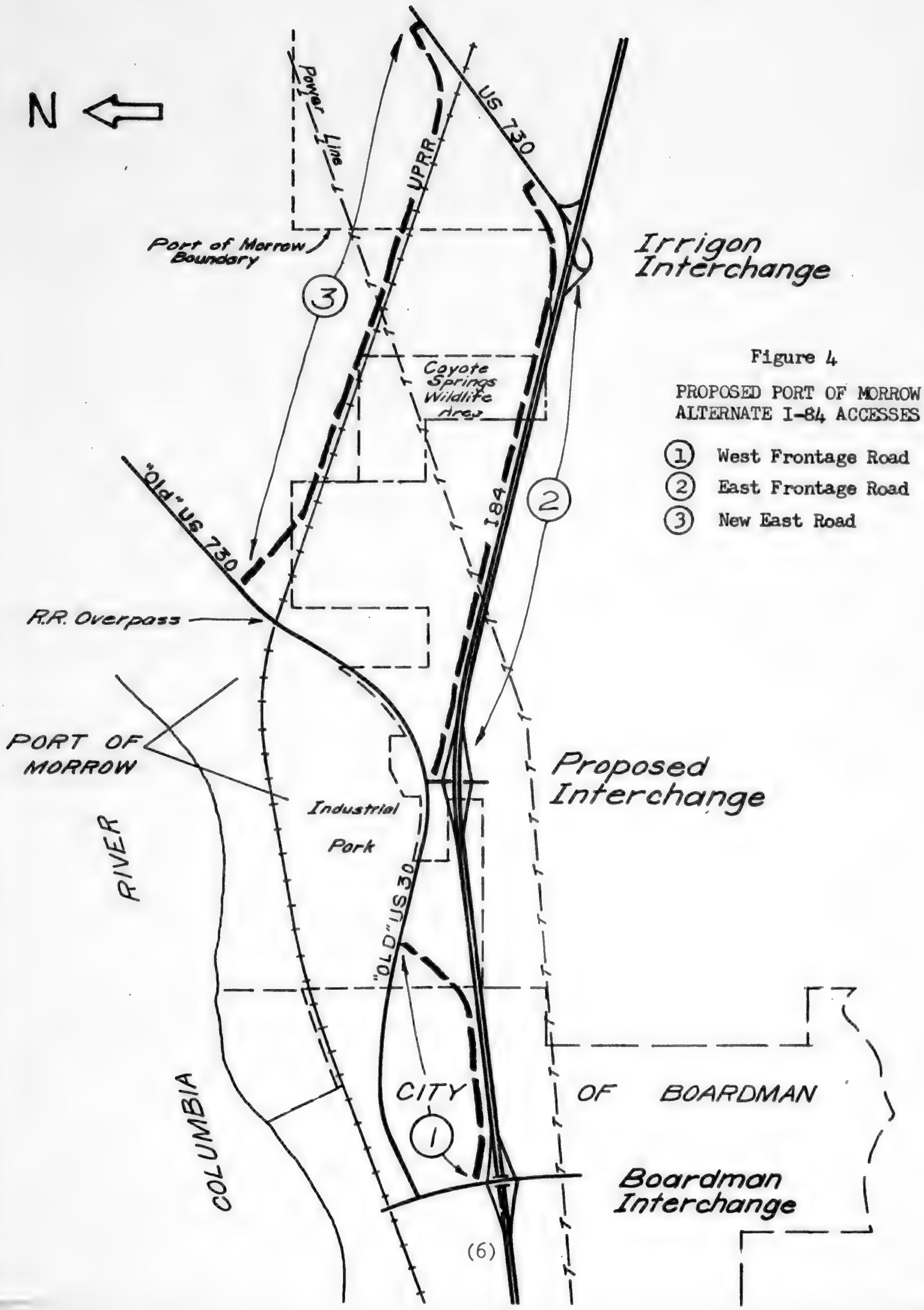
(2) East Frontage Road. This proposal would access the Port of Morrow from the east via a new frontage road from the Irrigon Interchange (Figure 4). This would require about 2.3 miles of new construction. The major disadvantage of the East Frontage Road link is that it would require going through the Coyote Springs Wildlife Area.

(3) New East Road (Old U.S. 730 to U.S. 730). This proposal would connect Old U.S. 730 to the current U.S. 730, north of the Union Pacific Railroad (Figure 4). The route would require approximately 2.5 miles of new construction. However, not only does the proposal produce considerable out of direction travel for Port traffic (over 10 miles), but the route would sever portions of four large center-pivot irrigation systems.

Figure 3

CITY OF BOARDMAN, PORT OF MORROW AND VICINITY


N
Power Line
UPRR
US 730
Port of Morrow Boundary
Irrigon Interchange
Coyote Springs Wildlife Area
I 84
"Old" US 730
R.R. Overpass
PORT OF MORROW
Industrial Park
Proposed Interchange
"OLD" US 30
RIVER
COLUMBIA
CITY OF BOARDMAN
Boardman Interchange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Power Line
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③
Coyote Springs Wildlife Area
"Old" US 730
I84
②
R.R. Overpass
PORT OF MORROW
Industrial Park
Proposed Interchange
RIVER
"OLD" US 30
CITY OF BOARDMAN
①
COLUMBIA
Boardman Interchange

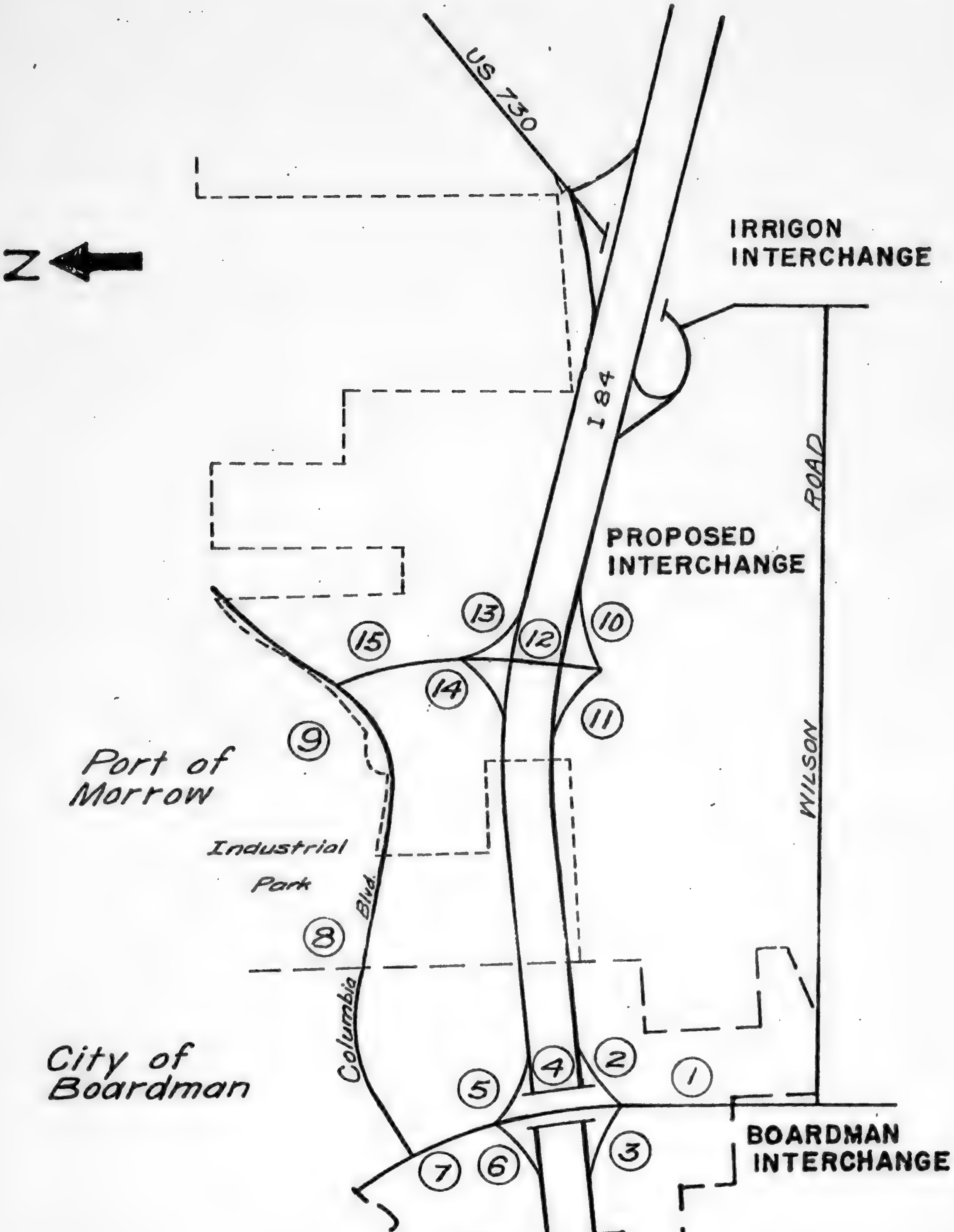
Figure 4

PROPOSED PORT OF MORROW ALTERNATE I-84 ACCESSES

① West Frontage Road
② East Frontage Road
③ New East Road

Figure 5

PORT OF MORROW INTERCHANGE TRAFFIC DATA LOCATIONS *



US 730
N
IRRIGON INTERCHANGE
I 84
WILSON ROAD
PROPOSED INTERCHANGE
13
12
10
15
14
11
9
Port of Morrow
Industrial Park
Columbia Blvd.
8
City of Boardman
5
4
2
1
7
6
3
BOARDMAN INTERCHANGE

* See Table 1 for Traffic Data

Existing Environmental Setting

Natural Environment

Geographic Setting. Boardman is situated in northern Morrow County on the Columbia River, approximately 165 miles east of Portland and 40 miles west of Pendleton. (See Figure 1.) Located on the Deschutes-Umatilla Plateau at an elevation of 300 feet, the Boardman area can be described as a broad, gently rolling and slightly dissected lowland plain. It is on this lowland plain that more than 100,000 areas of center-pivot based irrigation development has occurred in the Boardman-Hermiston area since 1970 (over 50,000 acres in the immediate Boardman area). Such agricultural development has promoted the construction of a $100 million Industrial Park at the Port of Morrow, with emphasis on food processing. (See Figure 2.)

Geology. Morrow County is part of a vast geological region of basaltic lava flows which cover large portions of Oregon, Washington and Idaho. These basalt lava flows vary in thickness from hundreds to thousands of feet, and are exposed in nearly all stream drainages and many highway cuts.

In northern Morrow County, the basalt is covered by glacio-fluviatile deposits that have a maximum thickness of 150 feet. Particularly in the Boardman area, these glacio-fluviatile deposits are easily eroded by wind, producing a landscape dotted with many blowouts. The area is also traversed by numerous longitudinal sand dunes generally oriented in the direction of the prevailing wind.

Soils. The soils in Morrow County have formed in a variety of parent materials. In the project area, soils have developed from a mixture of aeolian and water deposited sands and gravel on the basalt bedrock. Such soils are easily moved by wind action when exposed. Soils at the project site are of the Quincy Series. This series consists of excessively drained loamy fine sand or fine sand soils formed in mixed sand. When irrigated, the agricultural capability is described by the Soil Conservation Service (USDA) as Class IV. Such soils, while agriculturally productive, can result in special local problems if not carefully managed. In the project area, special precautions must be taken against wind erosion.

Biotic Resources. With only seven to nine inches of precipitation, the Boardman area is decidedly arid in nature. The area supports only more drought tolerant natural vegetation distributions, dominated by big sagebrush/bluebunch-wheat grass associations. Prior to the advent of irrigation, area land use was characterized by extensive grazing activities. Disturbed areas, such as in the vicinity of the proposed interchange, typically support growths of introduced varieties dominated by Russian Thistle (tumbleweed).

A large variety of wildlife species can be found in the project area. Most of these are found in the more undisturbed areas such as the U.S. Navy Bombing Range south of the project, the Columbia River north of the project, and the

Coyote Springs Wildlife area and U.S. Army Ordinance Depot east of the project area. Deer, antelope, coyote, rabbits, pheasants and waterfowl can be found in these areas.

Human Environment

Traffic Volumes Data. The traffic characteristics were measured along three separate sections in the project area: the existing Boardman Interchange, Columbia Boulevard and the proposed Port of Morrow Interchange. The specific locations for the traffic data measurement sites are shown in Figure 5.

(1) The Boardman Interchange. This section, including Main Street in Boardman (location 7 in Figure 5) is the area of greatest congestion. Main Street, immediately north of the interchange, is the most congested with current average traffic volumes of 6,000 vehicles including 1,170 trucks. By the year 1990, in a No-Build situation, these volumes are projected to increase to 10,150, including 2,165 trucks. Under the Build Alternative, total average daily traffic on Main Street would be reduced from 6,000 vehicles to 4,100 vehicles, a 31.7 percent decrease. Truck traffic, however, is predicted to drop 72.2 percent below current levels (1,170 to 325). A similar percentage decrease in truck traffic would occur in 1990, with a 72.7 percent decrease from 2,165 in the No-Build Alternative to 590 under the Build Alternative.

(2) Columbia Boulevard. A comparison of traffic data for locations 8 and 9 show the change in traffic patterns that would occur with the construction of the proposed project. The current total average daily traffic of 2,500 at location 8 would decrease to about 620 if the project were constructed (Figure 5 and Table 7). Conversely, if the proposed interchange were built, Industrial Park bound traffic would then go by location 9 (Figure 5). Consequently, the current average daily traffic of 700 would then increase to 2,300. A change in the truck traffic pattern would be even more dramatic. The estimated current 1,070 daily trucks at location 8 would decrease to 240 if the new interchange were constructed, while the 160 trucks currently passing location 9 would grow 920 in the Build Alternative (Figure 5). A similar relationship would exist in 1990.

(3) The Proposed Port of Morrow Interchange. If the Port of Morrow Interchange were now in existence, it is estimated that a total average daily traffic flow of 2,000 vehicles would be using the facility, including 845 trucks currently going through Boardman. Furthermore, it is forecasted that some 70 additional vehicles a day would use the interchange for access to the Port of Morrow Industrial Park, that are presently going elsewhere because of congestion in Boardman. A similar relationship is projected for the year 1990.

Economy. The Boardman-Hermiston area is one of the fastest growing areas in the state. The rapid economic expansion and associated population growth, is closely tied to recent developments in irrigated agriculture and related food processing as well as energy generation and transportation facilities. These developments include:

(1) Agriculture. Agriculture plays a dominant role in the Boardman-Hermiston area, and has been the major impetus in the region's rapid growth. During the 1970's, the region's agricultural growth has been explosive and is centered on the development of center-pivot circle irrigation systems. Although the area was previously considered to be of little agricultural value, the level, low elevation sandy soils with a 200-day growing season, have proven well suited for the production of potatoes, alfalfa, corn and wheat irrigated by the center-pivot systems. From 1970-1980, more than 100,000 acres in the Boardman-Hermiston area have been brought under irrigation (over 50,000 acres in the Boardman area). It is the production of these high value specialty crops by major corporate agriculutral companies such as Sim-Tag, Eastern Oregon Farms, Sabre Farms and Oregon Potato that have created spin-off benefits for the Boardman area through storage, fresh packing, processing and shipping operations located at the Port of Morrow. For 1980, the total farm gross sales in Morrow County are estimated at $95.7 million, compared to just $64.1 million in 1978.

(2) Food Processing. The Boardman area agricultural growth has spawned a correponding upsurge in associated agri-business, particularly in food processing and related activities at the Port of Morrow Industrial Park. These activities are primarily tied to potato processing, fresh packing and storage. Firms such as U. and I. (Gourmet Foods), Oregon Potato and Morrow Produce now produce peak employment levels exceeding 700 people.

(3) Energy Developments. A consortium of power companies led by Portland General Electric has developed plans for a complex of coal & nuclear plants south of Boardman. Currently a $500 million coal-fired generating plant is nearing completion. A construction work force of over 500 is currently employed and an operational work force of 100 will be employed upon completion. Proposed plans call for the construction of two nuclear electric generation facilities on a site adjacent to the coal facility.

(4) Transportation Activities. The Port of Morrow is served by the Union Pacific Railroad and deep water port facilities. The City of Boardman and Port of Morrow are in the preliminary planning and engineering phase of an airport facility to be located on the east portion of Port property. Construction is anticipated to be completed in 3 - 5 years.

(5) Future Economic Decelopment. The ecomonic climate which has favored the unprecidented agricultural growth in the Boardman area and the associated industrial development at the Port of Morrow, is expected to continue in the future. The following exemplify development projects already committed for the Port of Morrow and some still in the planning stage:

(a) Ethanol Plant. Sunriver Farms is in the process of site preparation for the construction of a $60 million plant for the production of alcohol, and another $34.1 million in cropland improvements.

TABLE 1

AVERAGE DAILY TRAFFIC VOLUMES FOR THE NO-BUILD AND BUILD ALTERNATIVES

	NO-BUILD				BUILD PROPOSED INTERCHANGE			
SECTION/LOCATION NO.*	Total 1980	Traffic 1990	Truck 1980	Traffic 1990	Total 1980	Traffic 1990	Truck 1980	Traffic 1990
Boardman Interchange								
1	4300	7150	185	295	4180	7010	175	280
2	2000	3450	520	860	1120	1800	120	155
3	560	900	75	165	550	900	55	85
4	5100	8500	690	1210	4300	6860	265	425
5	2000	3450	520	860	1120	1800	120	155
6	560	900	75	165	550	900	55	85
7	6000	10150	11701	2165	4100	6650	325	590
Columbia Blvd.								
8	2500	4700	1070	2110	620	1350	240	540
9	700	1550	160	340	2300	4150	920	1740
Proposed Interchange								
10					950	1800	405	715
11					60	120	20	80
12					1275	1735	430	795
13					950	1800	405	715
14					60	120	20	80
15					2000	3750	845	1575

*For specific locations see corresponding numbering on Figure 5.

The plant will occupy 17 to 20 acres, employ 100 full-time people and generate 60-100 trucks per day during the 30-40 days peak and 20 trucks per day the remainder of the year.

(b) Dry Bean Processing Plant. Sunriver Farms is also currently constructing a pinto bean processing plant. The $800,000 plant will create 8-10 seasonal jobs, and generate 40-50 trucks per day during the August-September harvest period.

(c) Longview Fibre. Longview Fibre has recently announced the development of a chip and log export business to be located on 40 acres in the Port. The operation will provide 30 permanent jobs and generate the movement of 40 log trucks per day.

(d) Concrete Product. A company named Concrete Products will operate a concrete manufacturing plant on 20 acres in the Port. The facility will create 12 full-time jobs. Truck traffic will be required for transporting raw materials to the plant and some truck traffic will be needed for marketing the finished product.

(e) Livestock Feedlot. J. R. Simplot plans to construct and operate a livestock feedlot southwest of Boardman. Port related traffic impact centers on the shipment of distiller's grain feed stock from the Sunriver ethanol plant to the feedlot by truck.

(f) Unannounced Potential Projects. Two other firms are currently negotiating with the Port of Morrow. The first firm is considering an investment of $10 milliion in facility on 20 acres, producing 50 jobs and would require 60 trucks per day. The second firm is considering an investment of $3.4 million, requiring 10-15 acres and 20 full-time employees. Trucks would be required for both the raw material and marketing phase of the operation.

In addition to agricultural and industrial development in the area, the City of Boardman has received plans for a number of commercial and residential developments. These include over 12 acres of commercial properties on N.E. Front Street, 72 single family residential lots, 384 multi-family units, and 117 mobile home lots. These developments will further increase traffic congestion and compound safety concerns in Boardman.

Population. The City of Boardman has experienced significant population growth in the 1970's due to explosive growth in the agricultural, industrial and construction sectors of the local economy. Boardman's population has grown from 192 in 1970 to 1290 in 1979 an increase of 572 percent. During the same period, the population growth for Morrow County was 66 percent. In 1970, Boardman's total portion of the Morrow County population was 4.3 percent, but by 1979 Boardman's share had grown to 17.4 percent. The differential between Boardman's population growth rate and that of Morrow County is expected to continue in the future, with Boardman expanding much more rapidly than the County as a whole.

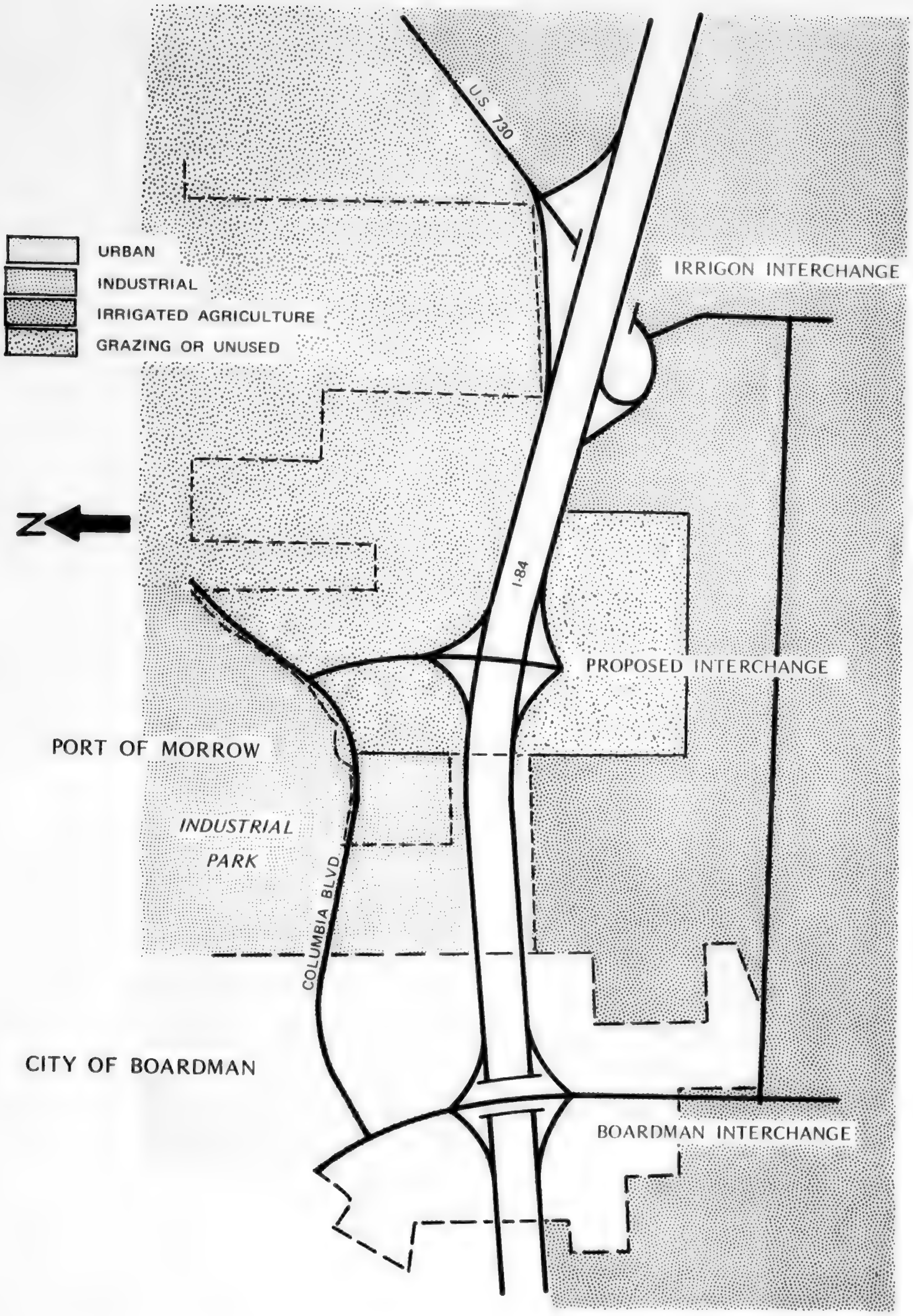
Land Use and Zoning. Land uses adjacent to the proposed interchange are in extensive grazing to the south of the interchange area and vacant Port of Morrow land to the north (Figure 6). Three residential units (one older home and two mobile homes) are located in the project area approximately one- quarter mile to the northeast, adjacent to Columbia Boulevard. The Port of Morrow Food Processing Park is located one-half mile to the northwest of the project site, adjacent to both sides of Columbia Boulevard. The Bonneville Power Transmission lines are situated three-quarters of a mile south of the proposed interchange. (See Figure 11.)

Zoning in the project area is shown in Figure 7. The proposed project is located outside the Boardman Urban Growth Boundary, and therefore falls under the jurisdiction of Morrow County. The Morrow County Comprehensive Plan shows all the area north of I-84 as zoned for general manufacturing (Port of Morrow), and the area south of I-84 is zoned for rural residential.

Figure 6

PORT OF MORROW INTERCHANGE

EXISTING LAND USE

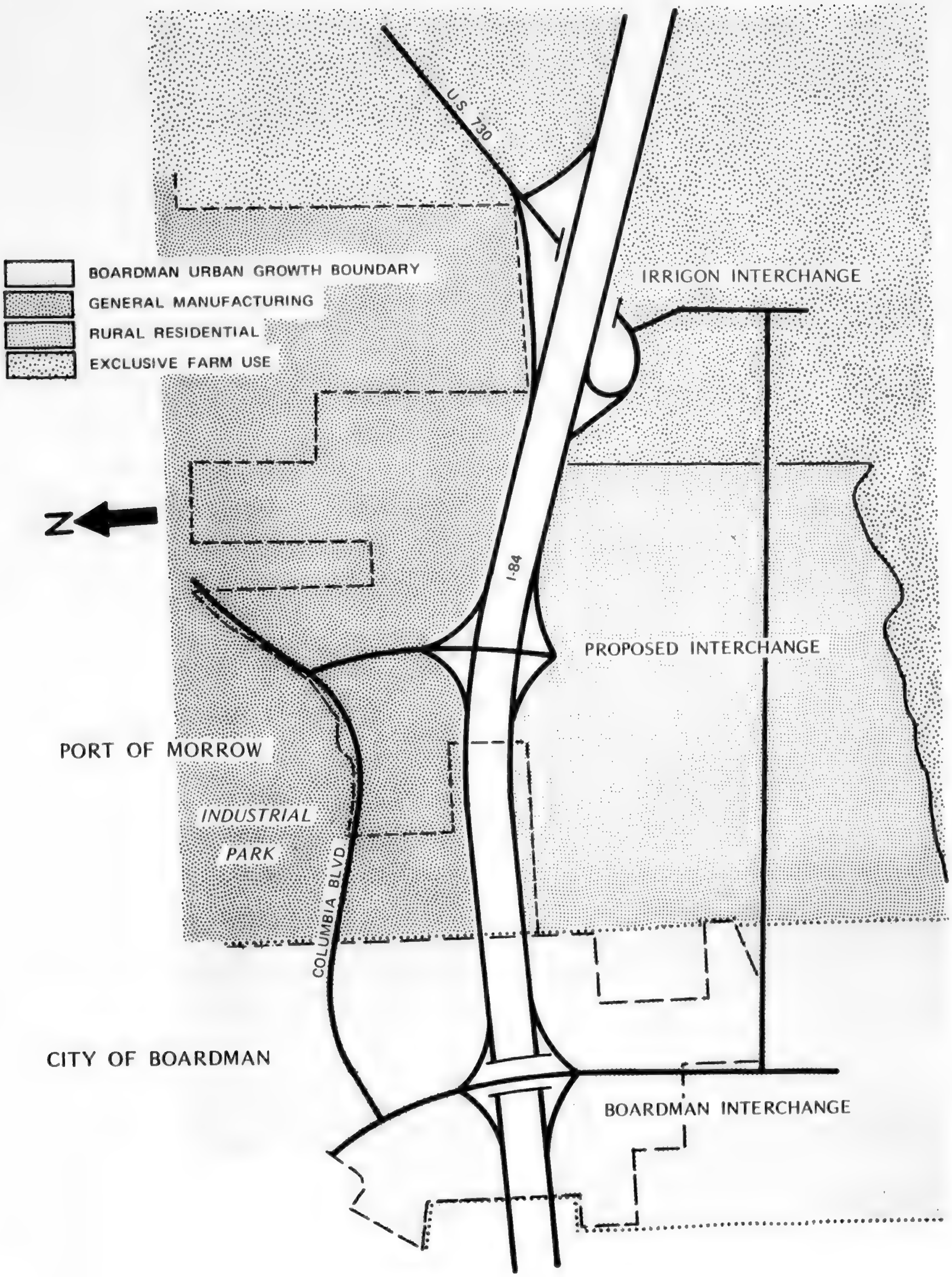


U.S. 730
URBAN
INDUSTRIAL
IRRIGATED AGRICULTURE
GRAZING OR UNUSED
IRRIGON INTERCHANGE
N
I-84
PROPOSED INTERCHANGE
PORT OF MORROW
INDUSTRIAL PARK
COLUMBIA BLVD.
CITY OF BOARDMAN
BOARDMAN INTERCHANGE

Figure 7

PORT OF MORROW INTERCHANGE

ZONING


BOARDMAN URBAN GROWTH BOUNDARY
GENERAL MANUFACTURING
RURAL RESIDENTIAL
EXCLUSIVE FARM USE
N
U.S. 730
IRRIGON INTERCHANGE
I-84
PROPOSED INTERCHANGE
PORT OF MORROW
INDUSTRIAL
PARK
COLUMBIA BLVD.
CITY OF BOARDMAN
BOARDMAN INTERCHANGE

was undertaken. The critical year analysis indicates that the year 1990 is representative post-consruction year for evaluation of the impact for various pollutants. Total vehicle pollutant emissions were determined for the year 1980 and 1990 using (average daily traffic and speed, vehicle emission factors, and distance data. A summary of the resulting total emissions analysis for the project area is included in Table 2.

From this analysis, the build alternative shows more significant reductions in all pollutants through 1990 than does the No-build alternative (Table 2). Actually, these emissions are highest in 1980 with decreasing amounts for subsequent years for both the Build and No-build alternatives. For carbon monoxide, hydrocarbons and nitrogen oxides, such reductions are attainable because of the beneficial impact of the Federal Motor Vehicle Emission Control Program on decreasing automobile emissions in the future. Since ozone and sulfur dioxide are by-products of hydrocarbon emissions, the expected decreases in hydrocarbon emissions would produce corresponding decreases in ozone and sulfur dioxide concentrations. Emissions of lead are also anticipated to decrease as a result of the usage of low leaded and unleaded fuels.

Since the proposed project will not adversely impact air quality through 1990, mitigation efforts will center on construction activities. Because the Boardman-Port of Morrow area may exceed federal TSP standards, care will be taken to control construction related dust. Mitigation can be accomplished by spraying water or other dust reducing agents over the construction site. While carbon monoxide and other emissions may increase during the construction phase, they will rapidly dissipate. In conclusion, since the proposed project will reduce pollution emissions, the project is consistent with all portions of the State Implementation Plan (SIP).

Noise. The major source of traffic noise in the project area is truck traffic accessing the Port of Morrow Industrial Park. Noise impacts were calculated using the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). Utilizing automobile and truck volume (based on the worse noise volume of the day - known as the peak truck hour), vehicular speed, distance from the roadway, and roadway exposure, noise levels (the L_{eq} level) were calculated for each road section at a distance of 50 feet from the road centerline. (See Table 3).* The specific location of each road section and the noise impacted structures is shown in Figure 8. For comparison purposes, Figure 9 lists some common sounds and associated typical sound levels.

The maximum distances to the road of the interior design noise level contour and the exterior design noise level contour for residences, motels, and parks are also presented in Table 3. These distances assume no acoustic shielding from topography, vegetation, or buildings. If any of these conditions are present, the actual distance will be less.

*"L_{eq}" is commonly used to measure or quantify sound. The L_{eq} level is an equivalent continuous sound level which would contain the same sound energy as a time varying sound of the same duration. The measurement units are decibels with an A-weighted frequency response (dBA). This measurement units closely match the hearing characteristics of the human ear.

TABLE 2

PORT OF MORROW INTERCHANGE
Morrow County

Total Emissions Summary
All Facilities

Project Alternative	Study Year	Carbon Monoxide Tons/Yr	Carbon Monoxide Percent	Hydrocarbons Tons/Yr	Hydrocarbons Percent	Nitrogen Oxides Tons/Yr	Nitrogen Oxides Percent	Lead Lbs/Yr	Lead Percent
No-Build	1980	269.40	100.0	32.61	100.0	86.71	100.0	214.20	100.0
	1990	206.92	76.8	18.18	55.8	74.96	86.4	166.26	77.6
Build	1980	213.80	79.4	25.84	79.2	58.18	67.1	166.22	77.6
	1990	153.12	56.8	13.71	42.0	49.95	57.6	124.38	58.1

Percent shows each pollutant relative to the following
Alternative and year No-Build 1980

TABLE 3
Port of Morrow Interchange
Predicted Traffic Noise Levels

Road Section	Year	Leq Level at 50 feet	Distance to Exterior*** Design Noise Level	Distance to Interior*** Design Noise Level
No-Build Alternative:				
1	1980	70 dBA	80 ft.	180 ft.
	1990	72 dBA	110 ft.	240 ft.
2	1980	72 dBA	110 ft.	240 ft.
	1990	75 dBA	180 ft.	380 ft.
3	1980	63 dBA	30 ft.	60 ft.
	1990	66 dBA	40 ft.	90 ft.
4	1980	65 dBA	35 ft.	75 ft.
	1990	68 dBA	60 ft.	130 ft.
Build Alternative:				
1	1980	65 dBA	35 ft.	75 ft.
	1990	67 dBA	50 ft.	110 ft.
2	1980	66 dBA	40 ft.	90 ft.
	1990	69 dBA	70 ft.	150 ft.
3	1980	70 dBA	80 ft.	180 ft.
	1990	73 dBA	120 ft.	260 ft.
4	1980	65 dBA	35 ft.	75 ft.
	1990	68 dBA	60 ft.	130 ft.
5	1980	70 dBA	80 ft.	180 ft.
	1990	73 dBA	120 ft.	260 ft.
6	1980	68 dBA	60 ft.	130 ft.
	1990	70 dBA	80 ft.	180 ft.
7	1980	52 dBA	--	--
	1990	57 dBA	--	--
8	1980	51 dBA	--	--
	1990	56 dBA	--	--
9	1980	68 dBA	60 ft.	130 ft.
	1990	71 dBA	90 ft.	190 ft.

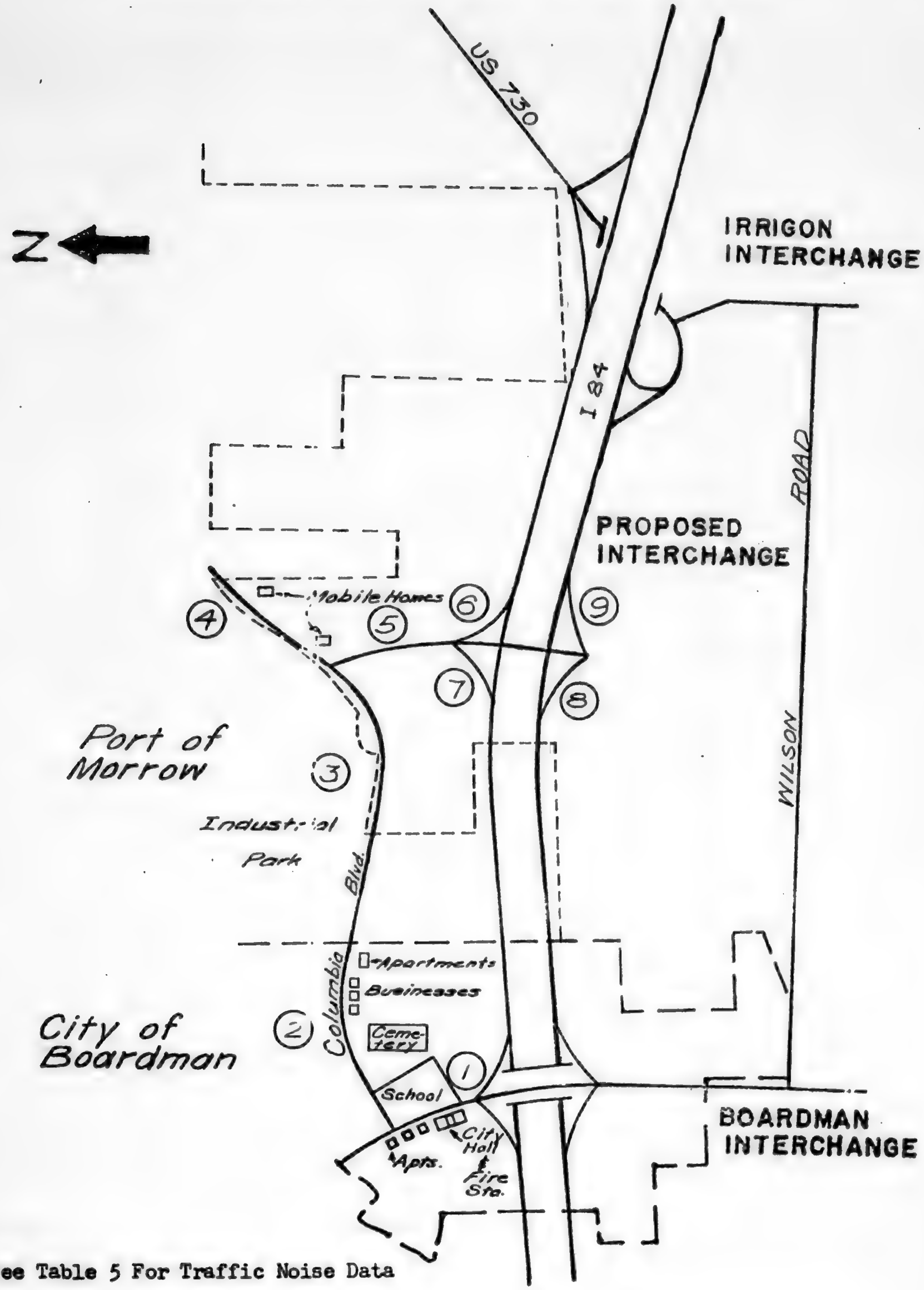
*For specific locations of each road section (noise measurement sites), see Figure 8

**This Is an L_{eq} 62 dBA contour. This contour corresponds with an interior design noise level of 52 dBA assuming open windows and no acoustic shielding from topography, vegetation, or buildings.

***This is an L_{eq} 67 dBA contour. This contour assumes no acoustic shielding from topography vegetation, or buildings.

Figure 8

PORT OF MORROW INTERCHANGE
TRAFFIC NOISE DATA LOCATIONS AND IMPACTED STRUCTURES *


US 730
N
IRRIGON
INTERCHANGE
I 84
PROPOSED
INTERCHANGE
WILSON ROAD
Mobile Homes
4
5
6
7
8
9
Port of
Morrow
3
Industrial
Park
Columbia Blvd.
Apartments
Businesses
Cemetery
City of
Boardman
2
1
School
City Hall & Fire Sta.
Apts.
BOARDMAN
INTERCHANGE

* See Table 5 For Traffic Noise Data

Figure 9

Port of Morrow Interchange

TYPICAL A WEIGHTED

SOUND PRESSURE LEVELS

	140	(Threshold of Pain)
50 HP Siren (100')		
	130	
Jet Takeoff (200')		
	120	(Uncomfortably Loud)
Rock-N-Roll Band		
Riveting Machine	110	
	100	(Very Loud)
Farm Tractor		
Motor Cycle (25')	90	
Diesel Truck 40 MPH (50')		
Garbage Disposal	80	(Moderately Loud)
Vacuum Cleaner (10')	70	
Passenger Car 65 MPH (25')		
Air Conditioning Unit (20')	60	
Normal Conversation		
Private Business Office	50	(Quiet)
	40	
Soft Whisper (5')		
Rustling of Leaves	30	(Very Quiet)
Studio for Sound Pictures	20	
	10	(Just Audible)
	0	(Threshold of Hearing) 1000 - 4000 HZ

Sound Level,
dBA

The Build Alternative will lower existing traffic noise levels along N. Main Street by approximately 5 dBA, and along the western portion of Columbia Boulevard by 6 dBA (Table 3 and Figure 8). The portion of Columbia Boulevard which is just west of the proposed interchange (location 3 in Figure 8), is predicted to experience a 7 dBA increase in traffic noise. Traffic noise levels along the eastern portion of Columbia Boulevard (Old US 730) will not change. The interchange ramps on the proposed interchange, and the road connection between the proposed interchange and Columbia Boulevard will experience traffic noise increases of 0-10 dBA and 10-20 dBA respectively (Table 3 and Figure 8).

Table 4 indicates that three apartment complexes (location 2 on Figure 8) would be subject to noise levels in excess of design noise levels (L_{eq} 67 dBA) under both Build and No-Build conditions. Noise levels along N. Main Street which front these apartments would be noticeably lower (6 dBA) under Build conditions, however, due to the diversion of traffic to the new interchange.

Mitigation measures evaluated included traffic management, alternative road designs, sound barriers, structural alterations of public buildings, and buffer zones.

(1) Traffic Management. This approach pertains to the use of restrictions on certain vehicle types, modified speed limits, and time-use restrictions. In the project area, mitigative efforts rest heavily on traffic management since the primary aim of the proposed project is to reduce truck traffic on N. Main Street and Columbia Boulevard. The Build alternative will reduce traffic noise along N. Main Street by 5 dBA and Columbia Boulevard by 6 dBA. The decrease will eliminate the current noise impact at the school athletic field. (Table 4).

(2) Alternative Road Designs. The changing of horizontal alignment to increase distances to activity areas or changing vertical alignment to gain acoustic shielding effects from cut/fill sections, was not applicable to the project since no traffic noise impacts are located along the construction section.

(3) Sound Barriers. The use of sound barriers was also not applicable since no traffic noise impacts are located along the construction sector.

(4) Structural Alterations of Public Buildings. Also not applicable because of the lack of traffic noise impacts located in the construction area.

(5) Buffer Zones. The maintaining of adequate distances between the road and future developments to assure compatibility with traffic noise is primarily the responsibility of local government. Local agencies are urged to implement controls that will assure the compatibility of future developments with traffic noise. Where practical, future developments should be planned so that noise sensitive actiities are located further from the roadway than the applicable distances shown in Table 3.

Figure 10

Port of Morrow Interchange

DESIGN NOISE LEVELS

Activity Category	Design Noise Levels* Leq	L$_{10}$	Description of Activity Category
A	57 dBA (Exterior)	60 dBA (Exterior)	Tracts of land which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of parks**, open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 dBA (Exterior)	70 dBA (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks** which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 dBA (Exterior)	75 dBA (Exterior)	Developed lands, properties or activities not included in Categories A or B above.
D	(For requirements, see paragraphs 11a and c in FHWA Program Manual)		Undeveloped lands.
E	52 dBA (Interior)	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

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* Either L$_{10}$ or Leq (but not both) design noise levels may be used on a project.

**Parks in Categories A and B include all such lands (public or private) which are actually used as parks as well as those public lands officially set aside or designated by a governmental agency as parks on the date of public knowledge of the proposed highway project.

SOURCE: U.S. Department of Transportation, Federal Highway Administration, Federal-Aid Highway Program Manual, Vol. 7, Ch. 7, Sec. 3, Figure 3-1.

TABLE 4

Port of Morrow Interchange Traffic Noise Impacts

	No-Build Alternative		Build Alternative	
	1980	1990	1980	1990
Mobile Homes	None	None	None	None
Apartment Complexes*	3	3	3	3
High School Athletic Field	Impact	Impact	No Impact	Impact
Cemetery	No Impact	No Impact	No Impact	No Impact
City Hall/Fire Station	No Impact	No Impact	No Impact	No Impact
Businesses	No Impact	No Impact	No Impact	No Impact

*The three impacted apartment complexes are located on N. Main Street.

Areas adjacent to the project would also be exposed to additional noise from the use of construction equipment. Construction noise would be mitigated by the following abatement measures to be included in the project construction specifications or as directed by the project engineer:

(1) No construction shall be performed within 1000 feet of an occupied dwelling on Sundays, legal holidays, and other days between the hours of 10:00 p.m. and 6:00 a.m.

(2) All equipment shall comply with pertinent noise standards of the U.S. Environmental Protection Agency. No equipment shall have an unmuffled exhaust.

(3) Stationary construction equipment shall be located as far from nearby noise sensitive properties as possible.

(4) Nearby residents should be notified whenever extremely noisy work is anticipated.

(5) Permanent or portable acoustic barriers should be installed around excessive stationary construction noise sources.

Human Environment: Impacts and Mitigation

Land Use. Since substantial development in the Boardman area and specifically at the Port of Morrow has already occurred without the benefit of a new interchange, the proposal is not expected to generate significant changes in land uses. The proposal will largely serve to improve traffic flow and safety at the existing Boardman Interchange by providing an alternate connection to I-84. However, land use patterns are potentially affected whenever (1) accessibility characteristics and traffic patterns are altered, or (2) right-of-way is acquired. While area accessibility and traffic circulation will be favorably affected by the proposed project, right-of-way acquisition will be required from a number of separate parcels.

(1) Accessibility - traffic patterns. Improvements in area accessibility characteristics and traffic circulation would result from the completion of the project. Improved accessibility would specifically provide a more direct connection to I-84 for Port of Morrow generated traffic. Most importantly, this would allow the separation of industrial and local commercial and residential traffic currently creating congestion and safety problems in Boardman. The proposed interchange would remove approximately 1900 vehicles per day from Boardman streets (including 850 trucks). Minor savings in transportation costs would accrue to Port traffic now having to travel through congested conditions in Boardman.

(2) Right-of-Way acquisition. The proposed project will require the acquisition of 5.5 acres of land from five parcels (Figure 11). Three and one-half acres are from Port of Morrow land, which is

situated on both sides of the freeway. Most of the remainder of the required right-of-way is potentially irrigatable sagebrush/grass lands located on the south side of I-84. Three residences are located just to the north of the proposed interchange area, but they will not be affected. Also, a vacated retail structure is situated on the northwest periphery of the project site, but under the current proposal it will not be disturbed or the parcel diminished enough to damage the remainder.

Mitigation of land use impacts will center on required right-of-way acquisition. While right-of-way acquisition will require the purchase of some 5.5 acres from five properties, no structures are anticipated to be involved. However, if the proposed interchange was shifted slightly westward, the vacated retail structure could possibly be affected. If so, relocation or damage determination would be done according to the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and standard procedures of the Oregon Department of Transportation as stated in the pamphlet, "Moving Because of Highway or Public Projects?". Replacement sites are readily available in the industrial park.

The minimal right-of-way requirement with no anticipated structures affected, will not produce any measurable adverse impact on the local tax base. In fact, the valuation for the remainder parcels (specifically on the north side of the proposed interchange) is expected to increase after the project completion and should offset any advalorem tax base reductions.

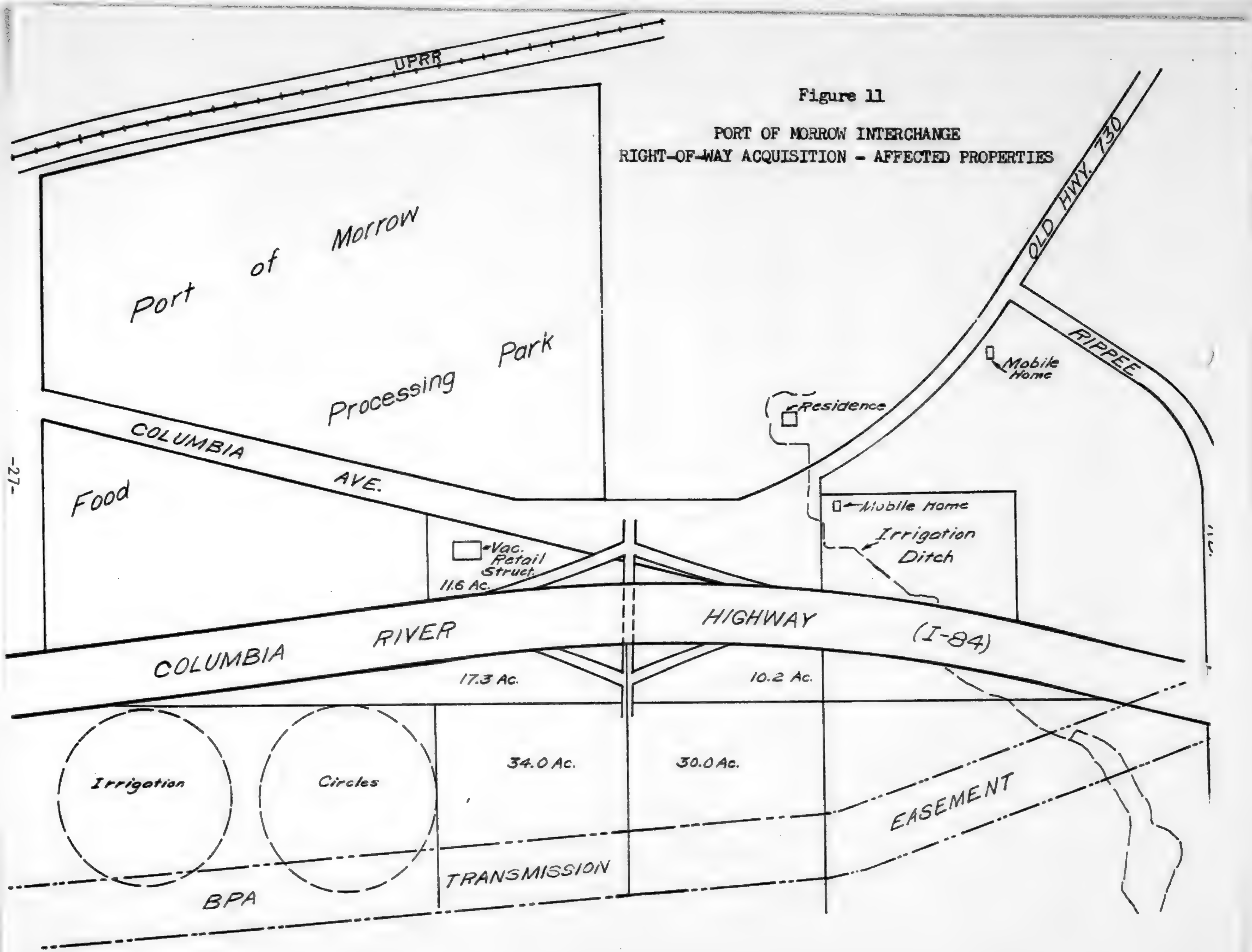
Economic - Population. The increased accessibility of the Port of Morrow to I-84 and the resulting changes in area traffic patterns that would be afforded by the proposed project, would favorably support further economic and population growth in the Boardman area. Specifically, economic-industrial developments, associated population growth, and potential interchange and rural residential developments could occur with the construction of the proposed interchange.

(1) Economic - Industrial Dvelopment. In general, the increased accessibility and circulation provided by the project will produce an improved economic climate for additional economic growth in the Boardman area. In particular, the Port of Morrow's Industrial Park, the area's major employer, will be afforded improved access by the project. Even though the Port already has a number of firm commitments for future new plant construction, the proposed project should make the Port of Morrow more competitive in the future in attracting industrial development.

(2) Population Growth. As has been previously indicated, Boardman has experienced explosive population growth during the last decade amounting to a nearly 600 percent increase. While similar population growth figures are not expected for the 1980's, still substantial increases are expected. The interchange proposal can be expected to play a role in this growth because of its identifiable tie to the future industrial growth at the Port of Morrow.

Figure 11

PORT OF MORROW INTERCHANGE
RIGHT-OF-WAY ACQUISITION - AFFECTED PROPERTIES


UPRR
Port of Morrow
Food Processing Park
COLUMBIA AVE.
OLD HWY. 730
RIPPEE
Mobile Home
Residence
Mobile Home
Irrigation Ditch
Vac. Retail Struct.
11.6 Ac.
COLUMBIA RIVER HIGHWAY (I-84)
17.3 Ac.
10.2 Ac.
34.0 Ac.
30.0 Ac.
Irrigation Circles
BPA TRANSMISSION EASEMENT

(3) Potential Interchange - Rural Residential Development. The proposed interchange would provide access only to the existing local road system on the north side of I-84. On the south side of the interchange, the nearest local road is Wilson Road, which runs generally parallel with I-84, about two miles to the south. Under the project proposal, no industrial developments or other non-agricultural land use changes would be expected south of the interchange because of the lack of accessibility. However, if at some future date local government should construct a road south from the proposed interchange, the area would become accessible for rural residential development. Depending on its alignment, such a road connection could require land from existing agricultural operations near Wilson Road.

At the present time, Morrow County has no formal plans for such a road.

Mitigation of future economic-population developmental activities rest primarily on local regulatory action, whether or not such developments are directly tied to the proposed project. Since the Boardman area and specifically the Port of Morrow have been rapidly developing without the benefit of the new interchange, the completion of the project would be less of a factor in promoting additional development than helping the Port maintain a favorable economic climate for continued development.

While existing zoning would allow the area south of the proposed interchange to develop in the absence of a new interchange, the lack of access now inhibits such development. If, in the future, a local road connection to the interchange is made, then the area in question can be expected to develop. Some pressures to redesignate this area from rural-residential to commercial-industrial uses could be expected, since the area would have excellent freeway access. It would be the responsibility of local government to regulate such changes in conformance with the Land Conservation Development Commission's Statewide Land Use Goals and Guidelines.

Land use controls, in particular, are an effective approach in mitigating the potential impacts that a proposed highway improvement may have on adjacent land uses - especially the conversion of agricultural land to urban uses. Particularly pertinent is the relationship of the proposed project with local land use plans and its compatibility with state land use goals:

(1) Relationship to Local Land Use Plans. Draft Comprehensive Land use Plans for both the City of Boardman and Morrow County have been completed and adopted, but only the Boardman Plan has been acknowledged by the State Land Conservation and Development Commission. The proposed project itself is located in an area under the jurisdiction of the Morrow County Plan. However, both plans specifically identify the proposed project as needed for continued area economic growth and recommend its construction.

(2) Compatibility with State Land Use Goals. State law requires all state agencies which implement projects and programs to take action in accordance with the Land Conservation and Development Commission's statewide goals (LCDC). While counties and incorporated cities have the primary responsibility for planning, the Oregon Department of Transportation (ODOT) is responsible for coordinating actions with the appropriate local jurisdictions to insure a project's compatibility with local comprehensive plans. If the project is part of the transportation element of a comprehensive plan that has been acknowledged for compliance by LCDC, then it is considered in conformance with LCDC goals. If the local jurisdiction has an adopted but unacknowledged plan which addresses the project and there are no appeals contesting the goal conformance of the project, then for the present the project is assumed compatible. In the latter instance, ODOT has the responsibility for evaluating the project against the statewide goals, independent of the comprehensive plan. A finding of potential conflict, however, does not indicate that the project is not compatible with the goals. The goal evaluation process primarily serves to alert the local jurisdictions that conflicts between goals will ultimately have to be resolved in their comprehensive plans prior to acknowledgment by LCDC.

The proposed Port of Morrow Interchange project falls into the second category in that Morrow County has an adopted plan which specifically refers to the project, but the plan has not been acknowledged. The compatibility of the Build and No-Build alternatives of the proposed project with LCDC goals is summerized in Table 5.

Social. The proposed project would not have any adverse impacts on such groups as the elderly, school-aged children, the handicapped, the poor, nondrivers or others without private transportation, pedestrians-cyclists, racial-ethnic or religious minorities. On the contrary, some of these same groups would benefit from the completion of the project. Pedestrian and bicycle based traffic (especially school-aged children) would, in particular, benefit from the elimination of traffic congestion in Boardman.

Public Services. The completion of the project would improve services such as fire, police protection, and ambulance service. While telephone (Telephone Utilities Inc.), electrical (Umatilla Electric Cooperation), and irrigation (West Extension Irrigation) facilities are in the vicinity, they will not be affected by the project.

Cultural Resources. There are no properties in the project area which are listed or eligible for the National Register of Historic Places or listed in the Statewide Inventory of Historical Sites and Buildings. Organizations concerned with historical preservation have not identified any sites or structures of historic interest in the project area. Furthermore, there are no farms which have been identified by the Oregon Century Farm Program.

Table 5

Project Compatibility With LCDC Goals

GOAL	NO-BUILD ALTERNATIVE	BUILD ALTERNATIVE
Goal 1. Citizen Involvement To develop programs that will insure the opportunity for citiizen involvement in all phases of the planning process.	Compatible. Public hearing is to be held on the project.	Compatible. Public hearing is to be held on the project.
Goal 2. Land Use Planning.	Potential Conflict. Does not conform with the transportation element of local comprehensive plans.	Compatible. Project is included in local comprehensive land use plans.
Goal 3. Agricultural Lands. To preserve and maintain agricultural lands.	Compatible. Does not require acquisition of agricultural lands.	Potential Conflict. Project requires the acquisition of approximately 3 acres of potential irrigable lands currently in grazing.
Goal 4. Forest Lands. To conserve forest lands for forest use.	Not Applicable	Not Applicable.
Goal 5. Open Spaces, Scenic and Historical Areas, and Natural Resources. To conserve open spaces and protect natural and scenic resources.	Compatible. Maintains status quo.	Possible potential future Conflict. Possiblity of future highway stimulated development affecting open spaces. See discussion page 28.
Goal 6. Air, Water and Land Resources. To maintain and improve the quality of air, water and land resources.	Compatible.	Compatible.

Table 5 Continued

Project Compatibility with LCDC Goals

GOAL	NO-BUILD ALTERNATIVE	BUILD ALTERNATIVE
Goal 7. Natural Hazards. To protect life and property from natural disasters and hazards.	Compatible.	Compatible.
Goal 8. Recreation.	Compatible.	Compatible.
Goal 9. Economy. To Diversify and improve the economy of the state.	Potential Conflict. Congestion and rising transportation costs could inhibit the economic growth of the Boardman area.	Compatible. Congestion and transportation costs would be lower providing an improved climate for local economic growth.
Goal 10. Housing. To provide for housing needs of citizens.	Not Applicable	Not Applicable.
Goal 11. Public Facilities and Services. To plan and develop public facilities and service.	Compatible.	Compatible.
Goal 12. Tranportation. To provide and encourage a safe, convenient and economic transportation system.	Potential Conflict. Does not conform with local transportation plans.	Compatible. Conforms with local transportation plans, improves local traffic congestion and mobility.
Goal 13. Energy Consevation.	Compatible. Although congestion and longer hauls result in greater fuel expenditures.	Compatible. Improved traffic flows and shortening hauls would result in greater fuel conservation.

Table 5 Contiued

Project Compatibility With LCDC Goals

GOAL	NO-BUILD ALTERNATIVE	BUILD ALTERNATIVE
Goal 14. Urbanization. To provide an orderly and efficient transition from rural to urban uses.	Potential Conflict. Traffic congestion is not conducive to providing a safe, orderly or efficient urbanization process.	Compatible.
Goal 15. Willamette River.	Not Applicable.	Not Applicable.
Goal 16. Esturine Resources.	Not Applicable.	Not Applicable.
Goal 17. Coastal Shorelands.	Not Applicable.	Not Applicable.
Goal 18. Beaches and Dunes.	Not Applicable.	Not Applicable.
Goal 19. Ocean Resources.	Not Applicable.	Not Applicable.

The area in the vicinity of the Columbia River is regarded as a generally high-density area for the discovery of archeological sites. However, the location of the project site nearly a mile from the pre-John Day Dam (Umatilla Reservoir) Columbia River shore, coupled with the previous disturbance of the area by agricultural and construction activities, greatly reduces the possiblity for the discovery of archeological resources. But if an archeological survey is deemed necessary, the survey will be conducted by the Oregon State Museum of Anthropology at the University of Oregon. All site mapping and evaluation, and any recommended salvage and/or other mitigative measures would be completed prior to the beginning of any construction activities.

Construction Impacts. Construction activities will have little impact on I-84 traffic movements or on the surrounding area. The construction of the overpass or underpass structure may require temporary, minor detours. While construction is occurring on one side of the freeway, traffic would be routed to the other side. This approach will not only minimize interference with traffic flows, but would help to reduce erosion problems. However, if the usual construction related noise, dust and vibrations become a problem, construction procedures and time tables would adhere to the Oregon Transportation Commission's Standard Specifications for Highway Construction (1974) to minimize such effects on residents and workers.

Comments and Coordination

Additional access from I-84 to the Port of Morrow has been the subject of discussion between local, state, and federal officials for over 20 years. Between 1958 and 1964, during the planning stages of I-84 (then I-80N), local officials were proposing the construction of an "elongated diamond interchange", which would allow access at two separated points with frontage roads parallel to the freeway as connections.

In 1964, the Highway Commission approved retention of an abandoned railroad overpass that was part of Old U.S. Highway 730. This was requested by local officials who felt that the structure could later be used as access to those areas of the Port of Morrow located north of the Union Pacific Railroad. Local officials also envisioned the development of an industrial complex between the planned freeway and the railroad. It was felt that traffic generated from such an industrial development could become a hazard at the single Boardman Interchange, intended to serve both the city and the port.

The discussion of additional access did not cease with the completion of the freeway and the single Boardman Interchange in 1965. In 1971, the need for additional access was addressed in the Comprehensive Plan for Boardman. The current comprehensive plans for both Boardman and Morrow Countries and the Morrow County Economic Advisory Committee all recommend the construction of the project. The project has the support of the regional and state units of government in addition to local community has initiated a petition drive which has gathered 180 signatures in support of the proposed project.

Such local concern has also been evident during recent local Six Year Highway Improvement Program public meetings held in Hermiston.

Following the release of this environmental assessment, a public hearing will be scheduled.

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9627

STATE OF OREGON

INTEROFFICE MEMO

TO: E. S. Hunter
Assistant State Highway Engineer

DATE April 3, 1981

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Port of Morrow Interchange
Status Report

NOTED
E. S. HUNTER

The draft assessment on this project has been submitted to the Environmental Section. Region 5 is conducting a series of CAC meetings to establish project guidelines. Bob Hector hopes to have the input from these meetings sent to Salem by the middle of May.

The draft assessment review process can be started soon with design approval expected this fall.

This is proposed as an FAI funded project and the preliminary engineering has been programmed with the FHWA. The Transportation Commission has not approved the construction of this $2.5 million project at this time.

JHV:ab
cc: Gary Potter
Bob Hector
Frank Terpin
D. E. Swan

RECEIVED
TECHNICAL SERVICES
APR 6 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains
Recycled
Materials
81-125-1387

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

Date 20 March 1981 197... Week ending 20 March 1981 197

Job name Port of Morrow Interchange Highway Columbia River Hwy.

County Morrow

Job prefix 625-1969

Anticipated per mile cost of survey 32,258

		Unit 1	Unit 2	Unit 3	Unit 4
Unit name					
Mileage	Total	0.62			
Mileage – Staked	Preliminary	-			
Mileage – Staked	Location	-			
Per Cent Complete	Field	-			
Per Cent Complete	Office	-			
Date of Survey	Started	1/12/81			
Date of Survey	To be completed	9/81			
Estimated construction cost		?			

Expenditures

This Week – Salary 30.00

This Week – Other 157.66

Previous total 0.00

Total (including this week) 187.66

Anticipated total 20,000.00

Authorization

Field (901) 20,000

Per cent expended 0.1

Anticipated overrun -

Mail address Post Office Box 765
Hermiston, Oregon 97838

Signed Ed Neilsen
F. N. Neilsen

Title Asst. Resident Engineer

REPORT OF WEEK ACTIVITIES

There has been no crew activity on this project to date. Photogrammetry flew the area and has developed a mosaic of same.

A Citizen's Group has been selected and the first meeting with this group is set for Tuesday, March 25th.

RECEIVED
TECHNICAL SERVICES
APR 1 '81
REFER TO Versteeg
FOR
Info | Inves | R/D | D/R | Sign | Act | File

/ Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
T.oui
Wakarlig

RECEIVED
APR 02 1981
ROAD DESIGN SECTION

RECEIVED
MAR 23 1981
LOCATION
Do Not File
Return
Bring Up __/__/__
Action

Is this on a program? 4/2/81
How is it financed?

4-2-81

Comm approved / by Hwy Engr. 11/21/80

FHWA approv through Design Approval 12/10/80 $66,900 FAI

total PE est = $139,700

Est. Const Costs = 2,500,000

R/W Est. = 50,000

total = $2,689,700

Being Hwy Eng'r cannot approve construction for on-state system projects this project has approval for PE only

Some political battles occured w/ Ulman announcing that project was approved – Probably better see Swan for details leading up to us submitting request to FHWA

P. Lewellyn

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION
REGION 5 OFFICE

IN REPLY REFER TO
FILE NO.:

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

January 27, 1981

RECEIVED
DOT DIRECTOR
JAN 29 '81
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Mr. Wayne L. Schwandt
Manager
Port of Morrow
P. O. Box 200
Boardman, Oregon 97818

Dear Wayne:

This office has been involved in the problem of our gravel source being located within the Port of Morrow food processing park for a long time. I am convinced that the highest and best use of this land is for the purposes of your food processing plant. We have a long-standing offer to the Port to relinquish our interest in the land in return for a suitable alternate source.

However, this gravel source is an extremely valuable resource to the Highway Division. It is our only source of high-quality road building material within a 25-mile radius of the site. As material sources become depleted and new sources become more difficult to obtain due to land-use and environmental restrictions, this source will be even more valuable.

If the Port were willing to provide us with a material site of comparable quality and quantity within a reasonable distance of Boardman, we will be more than happy to relinquish our interest in the site in question.

The specific answers to your questions are as follows:

(1.) SW¼, NE¼, Section 10, T 4N, R. 25 E., W. M.

(2.) High quality river gravel, suitable for the production of Portland Cement Concrete and asphaltic concrete pavement in accordance with the Standard Specifications of the Oregon Highway Division.

(3.) Site must be accessible to our highway system without a lot of road development. Site should be within a 5-mile ± radius of Boardman area. This last question could be subject to negotiation.

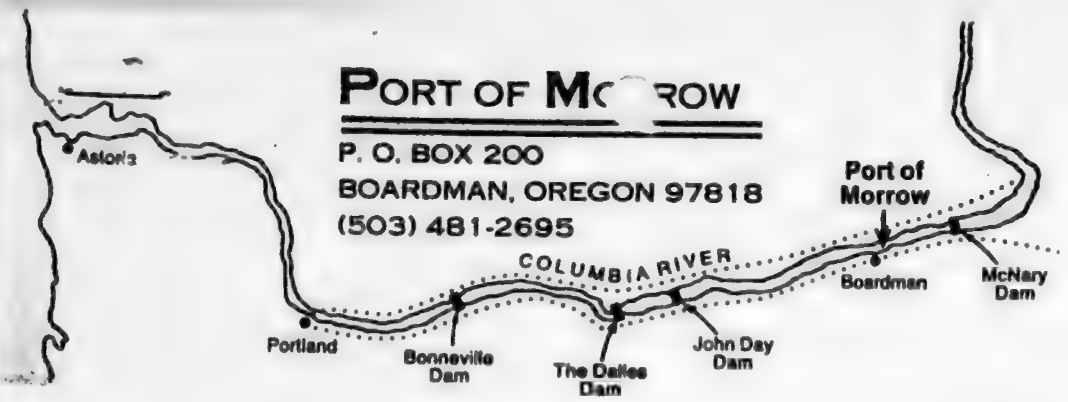
I will be happy to work with you any way that I can to resolve this long-standing problem.

Sincerely,

W. E. Schwartz
Region Engineer

WES/vt
cc: F. B. Klaboe, H. S. Coulter, H. W. Oswald

Form 734-3123



PORT OF MORROW
P. O. BOX 200
BOARDMAN, OREGON 97818
(503) 481-2695

☒ RE ☒ RCE ☒ RME ☒ ROE
☐ RFA JAN 23 1981 ☐
RECEIVED
REGION 5 OFFICE

January 22, 1981

Wendell E. Schwartz
Region Engineer
Oregon State Highway Division
P. O. Box 850
LaGrande, OR 97850

Dear Pat:

During my brief tenure here at the Port of Morrow, it has come to my attention that there is an issue outstanding between our two organizations regarding your ownership of mineral rights on lands platted for industrial development by the Port.

It is not your ownership of these mineral rights that is in question but, rather, how the Port can best move ahead with the development of those prime industrial lots when, in fact, the Highway Division owns and maintains aggregate removal rights. It is my understanding that this issue has been before us for some time and has been the subject of some ill feeling in the past. Please be assured that it is my intent to find an equitable solution to the unresolved issue so that both of our interests might be met.

120 acres

In discussing this with George Strawn the other day, he suggested a possible solution might lie in the Port providing the State Highway Division mineral rights in another area of similar access, quality and quantity. I believe this to be a reasonable path to solution and would like to pursue it further.

Would you please provide to me the following information:

SW 1/4, NE 1/4, Sec. 10 T4N, R25E, W.M.

1942 & 1960 1) The exact location of the mineral rights;

2) The estimated quantity of mineral rights located therein; 250,000 yds

3) The quality of that aggregate and its substitute; and

4) Your limits on access to the site and/or distance from the existing site.

info cy Dist 12
O. Moore

Pat, once I have this information, I will begin to identify alternative sites which may meet your needs and, at the same time, not provide a hindrance to the long-term industrial development of the Port.

Thank you for your time and consideration. I look forward to seeing you again and coming to some resolve over this issue.

Sincerely,

Wayne

Wayne L. Schwandt
Manager

WLS/alg

1439

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-10-1

FEDERAL AID PROJECT NO. 84-5(1)165

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 10090

COUNTY NAME Morrow

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 15 '80
REFER TO
FOR

Info	Inves	R/D	G/S	Sign	Act	File

12.15

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 12/10/80

FEDERAL ROUTE NUMBER Interstate 84

STATE ROUTE NUMBER Primary 2

GENERAL LOCATION:

Port of Morrow Interchange Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*) See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested by Mr. Swan's PEA dated 12/5/80 you are authorized to proceed with all phases of preliminary engineering including archeological salvage necessary to develop a Draft Assessment and FONSI at a TEC of $66,900 Federal Funds $61,695.

DATE 12/10/80

SIGNATURE OF APPROVING OFFICIAL

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U. S. GOVERNMENT PRINTING OFFICE: 1978-631-456

11/21

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 3

DATE: December 1, 1980

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Finance Approval
Port of Morrow Interchange

12-2
ok 1342 - approval for P.E. only
priority for construction will
be determined when program
is updated
R

On the Consent Calendar for the December 22 meeting will be a request for adding an Interstate project to the Six-Year Program.

The proposed project is located on the Columbia River Highway (I-84) and involves construction of a new interchange to serve the Port of Morrow. Present access is through the town of Boardman. This access is not adequate to handle the increased truck traffic anticipated when the Port expands its facilities.

The estimated cost for preliminary engineering, right-of-way acquisition and construction is $2,690,000.00, requiring $215,000.00 in State match. The Federal Highway Administration has approved the eligibility of the project for Interstate funding.

Construction will be coordinated with the Port expansion. I recommend you approve adding this project to the Six-Year Program and request your authorization to sign the necessary agreements for and on your behalf.

DES:bke

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST . S.E.
Salem, Oregon 97310, Phone 378-3732
Toll Free Number - 1-800-452-7813

NOTED
H. S. COULTER

APPLICANT: OR DOT, Highway Div.

PROJECT TITLE: Port of Morrow Interchange

DATE: November 26, 1980

The state has reviewed your project and reached the following conclusions:

RECEIVED
STATE HWY ENGR
DEC 1 -'80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

☒ No significant conflict with the plans, policies or programs of state government have been identified and your proposal is endorsed as presented.

☐ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

Attachment:

cc: G.L. Green
H.S. Coulter ✓
F.E. Terpin
J.B. Boyd
J.H. Versteeg
Gary Potter
W.J. Hart
Aeronautics Division
B.L. Gifford
Reg.(5)Engr: W.E. Schwartz
Dis.(12)Engr: H.W. Oswald

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

8011 2 10

This number should be used on all correspondence and particularly on SF 242 as required by OMB A-95.

A-95 sent out 10-30-80
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies will be submitted to you separately and must also be included.

NOTE: SHADED AREAS TO BE COMPLETED IN SALEM OFFICE

1-80

LOCATION PROSPECTUS

OREGON DEPARTMENT OF TRANSPORTATION
LOCATION UNIT

DATE

PREFIX

1 - IDENTIFICATION

PROJECT NAME: Port of Morrow Interchange

HIGHWAY NAME: Columbia River Highway

HIGHWAY NUMBER: 2

REGION 5	ADMINISTRATIVE DISTRICT 12	COUNTY Morrow	CITY

LENGTH: 0.72 mile

MILEPOST NUMBER: M.P. 165.53 TO M.P. 166.25

☒ RURAL ☐ URBAN

LOCAL GOVERNMENT PROJECT? ☐ YES ☒ NO

IF YES, UNIT OF GOVERNMENT

TYPE OF FUNDS: ☒ FAI ☐ FAP ☐ FAS ☐ STATE ☐ FAUS ☐ OTHER

METHOD OF CONSTRUCTION: ☒ CONTRACT ☐ STATE FORCE ☐ OTHER

TYPE OF WORK: ☒ GRADING ☒ PAVING ☒ STRUCTURE ☒ SIGN ☐ SIGNAL ☐ ILLUMINATION ☐ ROADSIDE IMPROVEMENT ☐ OTHER

PROJECT DESCRIPTION

This is an interchange construction project, consisting of a 270 foot structure and four entrance and exit ramps.

The structure over existing freeway to be constructed at M.P. 165.87.

Additional Right of Way will be required for this section.

1 Versteeg ✓
Anderson
2 Christensen Don
3 Olson
Sullivan
Terpin
Trout
4 Wakerlig

RECEIVED
NOV 20 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up /
Action

2 - TRAFFIC DATA

EXISTING AVERAGE DAILY TRAFFIC (YEAR-VOLUME): 1979 - 7300 (I-84)

PROJECTED AVERAGE DAILY TRAFFIC (YEAR-VOLUME):

LEVEL OF SERVICE	A	B	C	D	E	F
EXISTING	☒	☐	☐	☐	☐	☐
PROPOSED	☒	☐	☐	☐	☐	☐

DESIGN SPEED (MPH): 55

DESIGN STANDARDS: AASHTO

TRAFFIC ANALYSIS: ☐ LIGHT ☒ MEDIUM ☐ HEAVY

APPROVED
Frank E. Terpin
Location Engineer
Date 11/18/80

3 - FEATURES	EXISTING NUMBER AND WIDTH	PROPOSED NUMBER AND WIDTH
TRAVEL LANES	0	2 - 12' lanes
SHOULDERS	0	2 - 4' & 6'
MEDIANS	0	0
PARKING LANES	0	0
SIDEWALKS	0	0
BIKEWAYS	0	0
INTERCHANGES	0	1
OTHER:	0	0

	YES	NO	MAYBE
Channelization	☐	☒	☐
Frontage Roads	☒	☐	☐
Traffic Signals	☐	☒	☐
Signing	☒	☐	☐
Illumination	☐	~~☒~~	☒
Structures	☒	☐	☐
Stage Construction	☐	☒	☐
Pedestrian Crossing	☐	☒	☐
Rest Area	☐	☒	☐
Truck Scale Site	☐	☒	☐
Landscaping	☐	☐	☒
Drainage	☐	☒	☐
River ________	☐	☒	☐
Stream ________	☐	☒	☐
Storm Sewer	☐	☒	☐
Sanitary Sewer	☐	☒	☐
Right of Way	☒	☐	☐
Simple Acquisition	☒	☐	☐
Complex Acquisition	☐	☒	☐
Relocations	☐	☒	☐

	YES	NO	MAYBE
Right of Way (cont.) Improvements	☐	☒	☐
Access Control	☒	☐	☐
Railroad Crossing	☐	☒	☐
At Grade	☐	☒	☐
Separated	☐	☒	☐
Railroad Encroachment	☐	☒	☐
Permits	☒	☐	☐
Conditional Use	☐	☐	☒
Flood Plain	☐	☒	☐
Irrigation District	☐	☒	☐
Water District	☐	☒	☐
Drainage District	☐	☒	☐
Div. of State Lands	☐	☒	☐
Dept. of Geology & Min. Ind.	☒	☐	☐
Corps of Engineers	☐	☒	☐
Coast Guard	☐	☒	☐
DEQ NPS Air Pollution	☐	☒	☐
DEQ NPS Water Pollution	☐	☒	☐
Building	☐	☒	☐
Fish & Wildlife Approval	☐	☒	☐

3 - FEATURES (cont.)

	YES	NO	MAYBE
Agreements (City-County Etc.)	☒	☐	☐
Environmental Assessment	☐	☒	☐
Statewide Assessment	☐	☒	☐
Negative Declaration	☒	☐	☐
Environmental Impact Statement	☐	☒	☐
4-F Statement	☐	☒	☐
Citizen Advisory Committee	☒	☐	☐
Public Hearing	☒	☐	☐
Borrow Source	☒	☐	☐
Material Source	☒	☐	☐
Utilities	☒	☐	☐

Type telephone, power, water

	YES	NO	M
Hydraulics Study	☐	☒	☐
Soils Investigation	☒	☐	☐
Airport Clearance	☐	☒	☐
Economic Analysis	☐	☒	☐
Requires Field Survey	☒	☐	☐
Old Survey Available	☐	☐	☒
Requires Vicinity Map	☒	☐	☐
Requires Photogrammetry	☒	☐	☐
Requires Reconnaissance Survey	☐	☒	☐
Reconnaissance Available	☐	☒	☐
Design Review	☒	☐	☐

4 - WORK ITEMS

	TO BE PERFORMED BY		
	APPLICANT	STATE	CONSULTANT
PRELIMINARY ENGINEERING	☐	☒	☐
RIGHT-OF-WAY	☐	☒	☐
CONSTRUCTION ENGINEERING	☐	☒	☐

5 - DURATION TIMES (MONTHS)

	FLOAT	ACTIVE
RECONNAISSANCE SURVEY	( )	N/A
DRAFT ENVIRONMENTAL IMPACT STATEMENT	( )	N/A
CORRIDOR APPROVAL	( )	N/A
FIELD SURVEY	(1)	1
PRELIMINARY DESIGN	( )	N/A
~~DESIGN APPROVAL/FINAL EIS~~ FONSI	( )	6
RIGHT-OF-WAY DESCRIPTIONS	( )	1
RIGHT-OF-WAY ACQUISITION	(7)	
P.S. & E. DOCUMENTS	( )	6

RECOMMENDED CONSTRUCTION DATE ____________ (Region) ____________ (Salem)

6 - SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING
Aggregate Base	16 inches	
Aggregate leveling	2 inches	
Asphalt Concrete Base	2 inches	
Asphalt Concrete Wearing Course	2 inches	

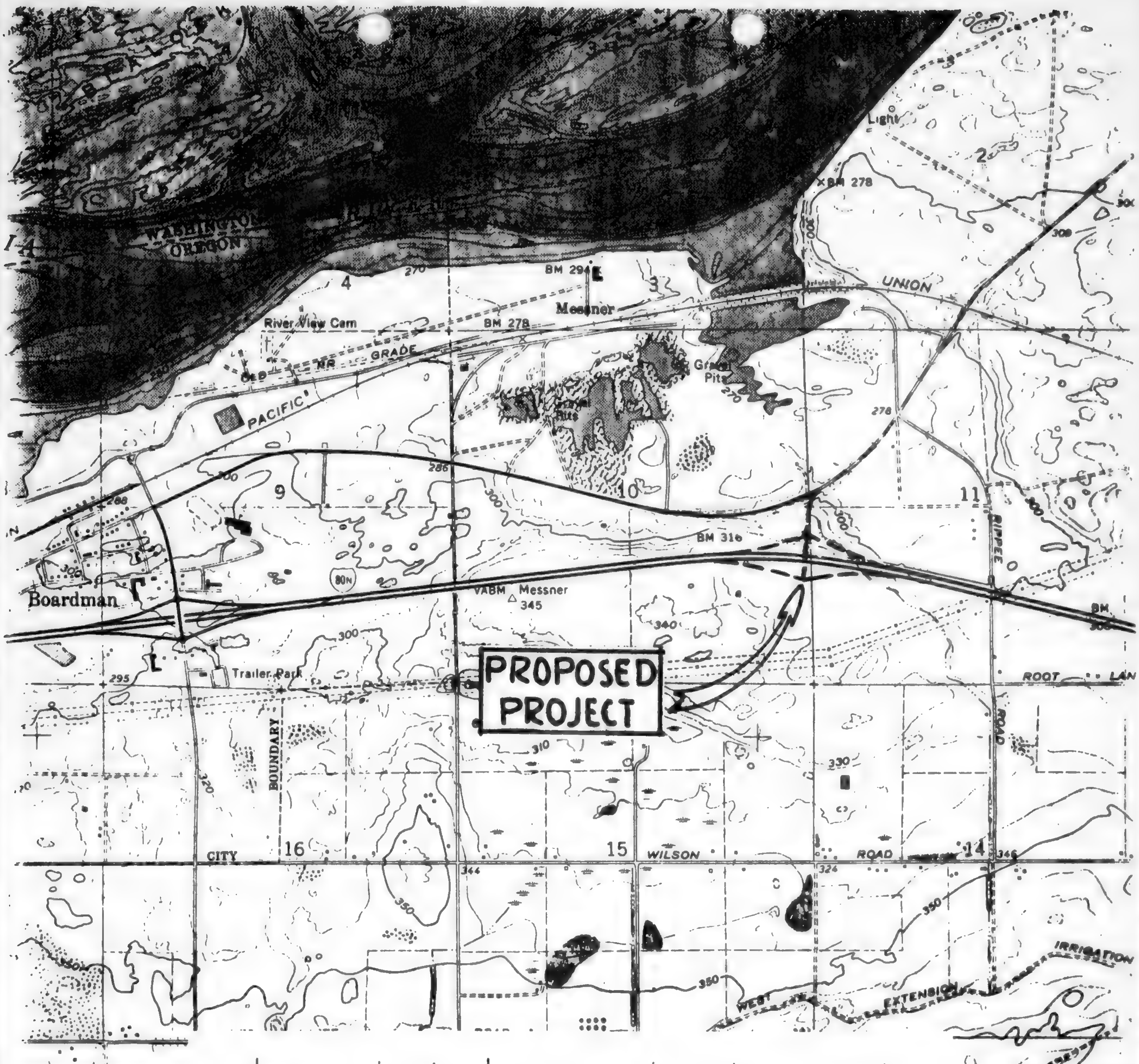
7 - TYPICAL SECTION AND LOCATION

Attach 8½ x 11 inch sheets for general location map and typical section (roadway & structure).

8 - PROJECT COST ESTIMATES

	REGION	SALEM
PRELIMINARY ENGINEERING		139,700
RIGHT OF WAY	50.000	50.000
TRAFFIC CONTROL (Temp. and Perm.)		300.000
ILLUMINATION		
STRUCTURES (40' x 270')		650.000
RAILROAD		
ROADWAY		1.550.000
OTHER		
ENGINEERING & CONTINGENCIES		Incl. Above
PROJECT TOTAL		2,689,700

SUBMITTED BY Bobby D. Johnson


PROPOSED PROJECT
Boardman
Messner
VABM Messner 345
River View Cem
OLD RR GRADE
PACIFIC
UNION
WASHINGTON
OREGON
Gravel Pits
Light
BM 278
BM 294
BM 316
Trailer Park
BOUNDARY
CITY
WILSON
ROAD
ROOT
BUPEE ROAD
WEST EXTENSION IRRIGATION
CANAL
80N
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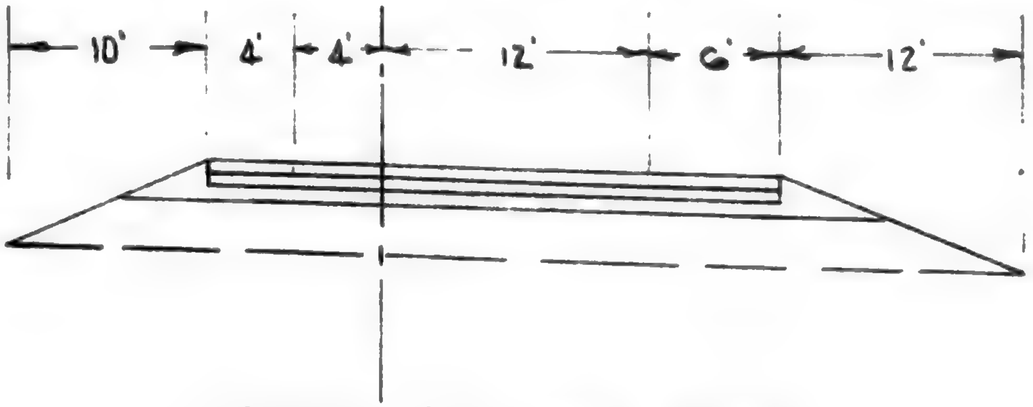


TYPICAL ONE-WAY RAMP

(#2)

8

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H. S. COULTER

October 30, 1980

In Reply Refer to
File No.:
PRO 6

TO
Executive Department
Federal Aid Coordination Unit

East Central Oregon Association of
Counties
ATTN Melinda Barnhart
P.O. Box 1207
Pendleton, Oregon 97801

FROM
D. E. Swan
Operation Programming Engineer

SUBJECT
Notice of Intent for Federal Aid Funds
State Admin. Dist. No. 12
Section: Port of Morrow Intchge.
Highway: I-84 Old Ore. Trail Hwy.
County:Morrow

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be November 28, 1980.

BLG:dmc
Attachments
cc: G. L. Green, FHWA
H. S. Coulter ✓
F. E. Terpin
J. B. Boyd (2)
J. H. Versteeg(3)
Gary Potter
W. J. Hart
Reg. 5 Engr: W.E. Schwartz
Dis. 12 Engr: H.W. Oswald
Aeronautics Division
David Powers, Parks
B. L. Gifford

RECEIVED
STATE HWY ENGR
OCT 31 '80
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem 76] ZIP [80 97310
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503 · 49] PHONE [55 378 · 56] EXTENSION [59 6563
01	12] PROJECT TITLE [71 Port of Morrow Intchge.	
11	12] PROJECT LOCATION—CITY I-84 Old Ore. Trail Hwy.	PROJECT LOCATION—COUNTY Morrow PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 To construct an additional access to I-84 to service the Port of Morrow at

06 12] Boardman. Agriculturally related industrial development at the port is [71

07 12] generating significant amounts of traffic (mostly truck) through Boardman. [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
2,046,000	------	173,000	------	--------	2,219,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☒ 12 · INTER-STATE ☐ 13 · COUNTY ☐ 14 · CITY ☐ 15 · SCHOOL DISTRICT ☐ 16 · SPECIAL DISTRICT ☐ 17 · COMMUNITY ACTION ☐ 18 · SPONSORED ORGANIZATION ☐ 19 · OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 · CONT. GRANT ☐ 22 · SUPPL'T GRANT ☐ 23 · INCREASE DURATION ☐ 24 · DECREASE DURATION ☐ 25 · CANCELLATION ☐ 26 · INCREASE DOLLARS ☐ 27 · DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: October 30, 1980

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 Nov.	43] DAY [44 28	45] YEAR [46 1980

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: October 30, 1980

VI. If project includes state funds (12C), identify agency HIGHWAY

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project requiring a finding of no significant impact according to the new environmental quality guidelines.

I-84-5(-)165

OREGON STATE HIGHWAY DIVISION
PROJECT CATEGORY REQUEST

A. Project Identification:

PORT OF MORROW

Section ~~Boardman~~ Interchange ~~Access~~

Highway I-84

County Morrow

Region 5

(Attach Sketch Map)

Date October 8, 1980

City Boardman Hwy. No. 2

Begin M.P. 165.87 Length

Program Estimate $2,219,000*

Funding Source

B. Purpose, Need, and Description of Project (Describe Alternatives):

To construct an additional access to I-84 to service the Port of Morrow at Boardman. Agriculturally related industrial development at the port is generating significant amounts of traffic (mostly truck) through Boardman. This traffic must use the existing Boardman Interchange and then go through Boardman and by the school creating congestion and a safety hazard. Four build alternatives have been evaluated during early project development, but only one alternative is now proposed: a new interchange located approximately 1.8 miles east of Boardman.

C. Recommended Project Category and Documentation:

Project Category	Documentation
____ 1	Draft and Final EIS
X 2	Environmental Assessment and Finding of No Significant Impact
____ 3	Categorical Exclusion

Other Documentation:

☒ Wetlands Finding

☒ Cultural Resource Survey

☐ Section 106 Procedures

☒ Noise Study Report

☐ Indirect Source Construction Permit

☐ Section 4(f) Determination

Basis for Recommended Category: The proposal can be implemented without significant right of way requirements or impacts. Since development at the Port of Morrow and elsewhere is not dependent upon a new interchange, the proposal is not expected to generate significant changes in land use. Land use changes that do occur would be guided by the comprehensive land use plan in effect. The proposal will largely serve to improve traffic flow and safety at the existing interchange, by providing an alternate connection to I-84.

D. Descriptions:

Descriptions	Existing Facility	Proposed Facility
Number of Traffic Lanes	n/a	Rural Diamond Int.
Median (Yes/No)	n/a	n/a
Shoulders (Yes/No, Paved, Gravel)	n/a	n/a
Average Daily Traffic (Volume/Year)	n/a	1980-2000 ADT 1990-3750 ADT
Alignment (New, Combined, Existing)	n/a	new
Speeds (Posted/Estimated)		

---

* Excluding the possible connection to Wilson Road

(11-16-79)

E. Preliminary Assessment of Enviromental Impacts:

1. Estimated Right-of-Way Impacts:

	ALTERNATIVES		
	#1	#3	#4
Acres	10 ac.	22.8 ac.	approx. 20 ac.
Estimated Number of Parcels	2	10	approx. 4
Residential Relocation (No.)	-0-	-0-	-0-
Business Relocation (No.)	-0-	-0-	-0-

2. Estimated Impact on Land Use:

Promote more efficient use of Port of Morrow. Potential demand for highway related land uses adjacent to proposed interchange if not controlled by zoning. Existing land uses are grazing (non-irrigated) south of the proposed interchange and unused Port of Morrow land on the north side.

3. Estimated Impact on Traffic Volumes, Flow, Patterns, and Safety:

New access to Port of Morrow would decrease traffic volumes (particularly agricultural trucks) through Boardman and by the school. This would lessen congestion and promote safety. Industrial and agricultural related traffic would largely be removed from Boardman.

4. Estimated Impact on Rivers, Stream, Wetlands, Rare or Endangered Species or Other Natural Ecological Resources:

None of these impacts have been identified to date.

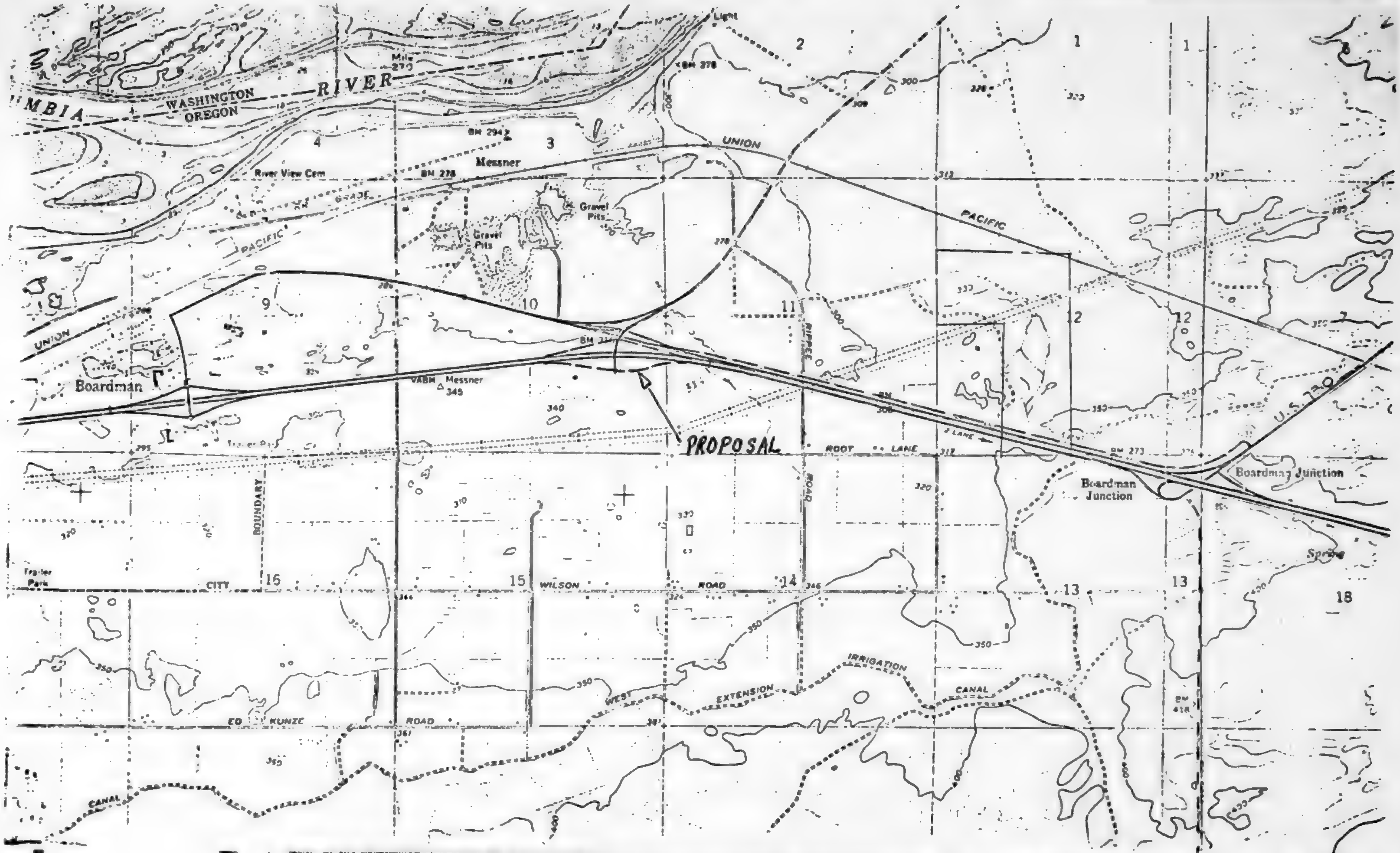
5. Estimated Impact on Parks, Historic Properties, or Other Cultural or Scenic Resources:

No known impacts: A cultural resource survey may be required.

6. Preliminary Identification of Areas of Critical Concern and Controversial Issues:

None identified to date.

Name of Preparer and Phone Number: John Preston 963-3177


COLUMBIA RIVER
WASHINGTON
OREGON
Mile 273
Light
BM 278
BM 294
Messner
River View Cem
BM 278
UNION
PACIFIC
UNION
PACIFIC
Gravel Pits
Gravel Pits
Boardman
VABM Messner 345
BM 311
RIPPEE ROAD
ROOT LANE
PROPOSAL
BM 273
U.S. 730
Boardman Junction
Boardman Junction
Spring
Trailer Park
CITY
WILSON
ROAD
BOUNDARY
WEST EXTENSION IRRIGATION CANAL
ED KUNZE ROAD
CANAL
BM 418
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OREGON STATE HIGHWAY DIVISION
PROJECT REQUEST

A. IDENTIFICATION:

Date: 10/29/80

Proposed Section: Port of Morrow Interchange

Region: 5

Highway: I-84

St. Hwy. No. 2 M.P. 165.37 to M.P. 165.63 Length: 0.26

County(s): Morrow

(Attach Sketch Map)

Recommended Construction Date: (Jan. 1982) determine at next 6 year update

Proposed 6 YP No

Method of Doing Work: Contract XX St. Force

Other

B. FINANCING

	Section		Year	Funds Available
Postpone ☐		Current 6 YP		
		Recommend		
Cancel ☐		Current 6 YP		
		Recommend		

If not one of the above - Recommended Financing: New Project using Federal-Aid Interstate funding.

FAI ☒, FAP ☐, FAS ☐, ST. CONST. ☐, OTHER ☐

C. ROADWAY & TRAFFIC

	Width				Structures		Extg. Traffic (Year)		Proj. Traffic (Year 1990	
	No. Lanes	Pvmt.	Shldrs.	Walks	No.	Tot. Lng.	ADT	Service Level	ADT	Service Level
Existing Facility:	Construct rural diamond									
Proposed Facility:	Interchange on I-84				1	300'			3750	A

D. DEFINE THE PROBLEM: Agriculturally related industrial development at the Port is generating significant amounts of traffic (mostly truck) through Boardman. This traffic must use the existing Boardman Interchange and then go through Boardman and by the school creating congestion and a safety hazard.

E. PROPOSED SOLUTION:

To construct an additional Interchange to I-84 to service the Port of Morrow at Boardman. The new interchange will be located approximately 1.8 miles east of Boardman.

F. REASON FOR REQUEST AT THIS TIME:

FHWA has recently concurred with local and highway authorities that this proposal is warranted. It will largely serve to improve traffic flow and safety at the existing interchange, by providing an alternate connection to I-84.

G. COST ESTIMATE

Roadway Work	$ 1,178,000
R/W (Approx: No. of Parcels 5, Acres 5.5, Any Reloc. No).	19,000
Structures	1,000,000
Other (Define)	
Preliminary Engineering (By Whom) Highway Division	22,000
TOTAL	$ 2,219,000

H. REQUESTED BY: W. E. Schwartz
Region Engineer or Section Head

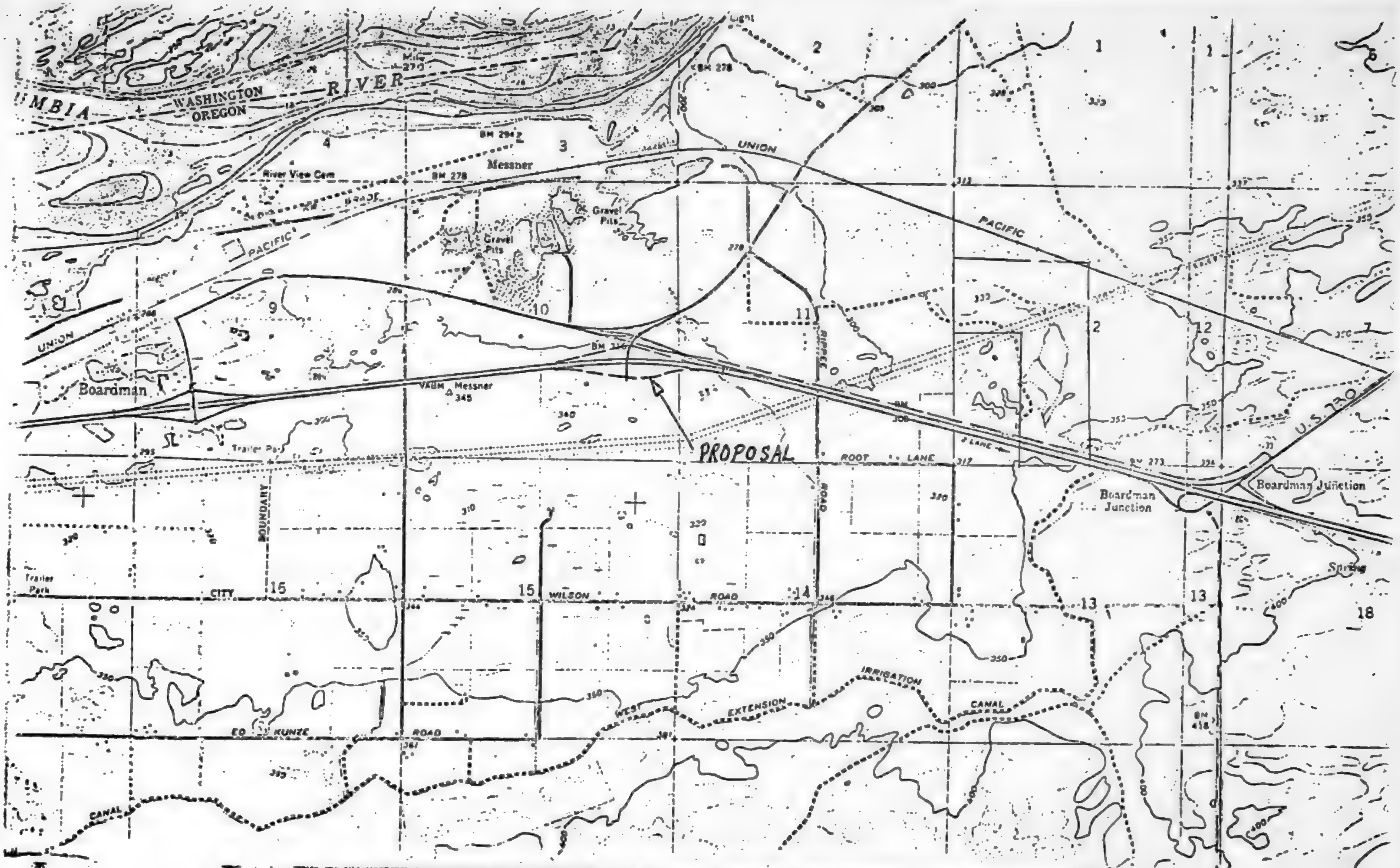
Approval/Disapproval
State Highway Engineer 11/21/80 Date

Approved for P.E. Only
Remarks & Action Taken:
11-21 [illegible]
Schwartz
Meeting

Approval/Disapproval
Asst. Director for Operations Date

Oregon Transportation Commission

Approval Date


MBIA
RIVER
WASHINGTON
OREGON
Mile 273
Light
BM 278
BM 294
Messner
River View Cem
BM 278
UNION
PACIFIC
UNION
PACIFIC
Gravel Pits
Gravel Pits
Boardman
VABM Messner 345
PROPOSAL
Trailer Park
ROOT LANE
RIPPEE ROAD
BOUNDARY
CITY
WILSON ROAD
Trailer Park
U.S. 730
Boardman Junction
Boardman Junction
BM 273
Spring
IRRIGATION
WEST EXTENSION CANAL
ED KUNZE ROAD
CANAL
BM 418
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Form FHWA 121 (1/80) 9629

8

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project I-84-5(-)165
Boardman Interchange Access
Interstate 84
Morrow County

Date: October 23, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPD.2-OR

To: Mr. G. A. Potter, Manager, Environmental Section, OSHD

NOTED
E. S. HUNTER

We have reviewed the project category request and concur at this time in the classification as a Category 2, requiring the preparation of an environmental assessment.

If any significant or controversial issues arise through the assessment or hearing process, the project classification will be reassessed for the possibility of requiring a full EIS.

Original Signed By
P. V. RIEDL
Environmental Coordinator
Engineer

G. L. Green

cc:
✓OSHD (E S Hunter, Tech Svcs)
OSHD (Reg V, Env)

RECEIVED
TECHNICAL SERVICES

OCT 24 '80

REFER TO

Info [illegible] File

9671

8

PLA

September 29, 1980

Mr. Dallas B. Dusenbery
Port of Hood River
P. O. Box 239
Hood River, Oregon 97031

Dear Mr. Dusenbery:

This will acknowledge your inquiry concerning the process involved in adding projects to the Highway Improvement Program.

By a copy of this letter I will ask Mr. Ed Hardt, the Region Engineer for your area, to contact you for a discussion of the matter.

Sincerely,

L. W. Rulien, Executive Assistant
to the State Highway Engineer

DHM:pf jh
bc: Ed Hardt

PORT OF HOOD RIVER

Industrial Campus · Commercial Facilities · Public Marina

POST OFFICE BOX 239 • AREA CODE 503
HOOD RIVER, OREGON 97031 • 386-1645

September 16, 1980

Oregon Department of Transportation
Highway Division
Transportation Building
Salem, OR

Subject: Interchange modification Highway I84 and Port of Hood River Industrial Park

We notice a recent approval of a new interchange in Boardman, Oregon, to insure better access to Port of Morrow Industrial Land. We are interested in starting on a similar project here.

We had a small modification project on our interchange a couple of years ago that has helped considerably but feel we should start work on a more complete expansion of the interchange to handle the continued expansion of our Industrial Park as it develops in the next few years.

We would appreciate your comments and suggestions as to how to proceed on this project and the necessary steps involved in its implementation.

Sincerely yours,

PORT OF HOOD RIVER

Dallas B. Dusenbery

Dallas B. Dusenbery

DBD:jf

cc: City of Hood River
    Port Commissioners

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STATE HWY ENGR
SEP 18 '80
REFER TO
Moehring
FOR
Info Inves R/D O/R Sign Act File

Form FHWA 121 (1/80)

9629

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: New Interstate 84 Access
Near Boardman, Oregon
(Your ltrs, 7-29-80 et al)

Date: September 25, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HDA-OR/711.11

To: Mr. H. S. Coulter, State Highway Engineer

Your request for an additional access point on Interstate 84 at the Port of Morrow is approved.

This interchange is eligible for Federal-aid Interstate funding.

One main function of this proposed interchange is to provide access to the waterport facility. We therefore recommend that the interchange development and construction be carried out in concert with the proposed Port of Morrow expansion set forth in your supporting documents.

G L Green
G. L. Green

cc:
OSHD (Mr Moehring, Asst SHE, Proj Mgmt)

Appears appropriate to initiate PE given all the heat we generated for approval

R

9-26
CLP

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STATE HWY ENGR
SEP 26 '80
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cc Moehring

GEN[illegible] FILES

X

STATE OF OREGON **INTEROFFICE MEMO**

DEPT. TELEPHONE

TO: Scott Coulter
State Highway Engineer

DATE: ~~August 27, 1980~~

FROM: Bill
William L. Cranford
Urban Studies Engineer

NOTED
[illegible] COULTER

SUBJECT: Morrow County: Proposed Patterson Ferry Road-I-84 Interchange

You asked that I summarize our studies concerning the subject proposed interchange.

During our study of alternatives to provide additional access to the Port of Morrow, we learned of discussions between the Region 5 and local citizens concerning adding ramps at Patterson Ferry Road. It was hoped that our origin-destination work for the Port of Morrow would indicate the additional need for ramps at Patterson Ferry Road.

However, an interchange at Patterson Ferry Road was not a true alternative to the Boardman-Port of Morrow traffic problems. Our December 12, 1978 report entitled City of Boardman-Port of Morrow: Origin-Destination Survey has the following information on Page 7.

> *. . . . . There was discussion as to whether or not an interchange at Patterson Ferry Road was an alternative that could solve the traffic problems at Boardman and the Port of Morrow. After discussions with business men and officials, the Patterson Ferry Road-I-80N Interchange concept was eliminated as a viable alternative because:*
>
> 1. *Construction of a Patterson Ferry Road-I-80N Interchange would have almost no impact on the Boardman-Port of Morrow traffic problems, unless one of the three previously mentioned alternatives was also constructed. Locally, a possible Patterson Ferry Road interchange is seen as a separate issue.*
> 2. *Federal approval and Interstate funding for a Patterson Ferry Road Interchange would be very difficult to obtain because of low probable traffic volumes. Interviews of principal farms and processors in the immediate area indicated that the interchange would not have substantial use because it would be out of direction, or that the existing frontage road to the east is adequate for their needs.*

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3. *If an interchange at Patterson Ferry Road is to be justified it appears that it would have to be for conditions other than traffic problems at Boardman or Port of Morrow.*

4. *Consideration of a Patterson Ferry Road Interchange as a true alternative could weaken the case for additional access to the Port of Morrow.*

Subsequent to the O-D report, Region 5 continued to express interest in ramps at Patterson Ferry Road. Consequently, we made additional interviews of farm and processor managers in the area. The propect of direct access to the port seemed to sharply decrease the interest in an interchange at Patterson Ferry Road. In fact, some managers opposed an interchange, fearing development consequences.

In view of the above and the very low daily traffic volumes, I couldn't see a reasonable way to show a need for an interchange at Patterson Ferry Road. I am aware of new warehouse construction in the area, but the amount of traffic generated is minimal. If there was substantial new development planned for the area and a strong wide-based local support, we might obtain FHWA permission to build the ramps. However, if only a few individuals support the project and a strong here-and-now need can't be shown there probably isn't much chance to get federal permission, much less federal funding. I would think that there is next to no chance to get Interstate funding.

However, the FHWA attitude seems to be more favorable if local agencies want an interchange bad enough to commit local funds. This might be the key toward obtaining permission some time in the future, although the FHWA tells me they would be reluctant.

In summary, our studies did not reveal a substantial need for a Patterson Ferry Road-I-84 Interchange. We could find no wide-based local support for the project. The June 1980 Morrow County Comprehensive Plan does not indicate any improvement at Patterson Ferry Road. The plan does call for a Port of Morrow Interchange. We have indications that a Port of Morrow Interchange may be approved. It could be bad timing to try for another interchange at this time.

WLC:dpy

cc W. E. Schwartz

Discussed w/ Rep. [illegible]. Asked him to be sure commissioner McCoy is advised of this, and to see if there are errors in our analysis —
9.4.80

2.2
2.03 Fed.

PORT OF MORROW INTERCHANGE
I-84, BOARDMAN, OREGON

The U. S. Department of Transportation has approved construction of a new Interstate highway interchange on I-84 at Boardman (population 1,300) on the Columbia River in Morrow County (population 6,500). The new interchange will serve the developing Port of Morrow, a public rail and water port with adjoining industrial park.

Approximate cost: $2.2 million. (Federal share is roughly 92 percent, or $2.03 million)

Labor impacts: About 42,000 man-hours of on-site direct labor; 21,000 man-hours of off-site labor. About $500,000 in wages for Oregon workers.

Authority for approval: Section 112 of Surface Transportation Assistance Act of 1978 permits the department to "give consideration to projects providing direct and convenient access to public airports, public ports for water transportation."

Need for access: Development of northern part of the industrial park has been hampered by lack of adequate highway access. Truck traffic presently must pass down Main Street in the city of Boardman over an old wooden bridge spanning the Union Pacific railroad tracks. The interchange will remove about 2,700 vehicles per day from an area where school children now board school buses every day.

Among the plants to be served by the interchange is a proposed $60 million ethanol plant which, when operating in mid-1982, will produce about 20 million gallons of ethanol for fuel annually. That translates into about 200 million gallons of gasohol per year.

Nearest existing interchanges: Boardman interchange, 1.8 miles to the west; Irrigon interchange, 2 miles to the east.

Cities to be served by interchange:

*Boardman, population 1,300
*Heppner, population 1,700 (41 miles)
*Ione, population 400 (41 miles)
*Irrigon, population 500 (9 miles)
*Lexington, population 300 (32 miles)
*Hermiston, population 8,200 (27 miles)

General information: I-84 is substantially completed in Oregon for the 159 miles west from Boardman to Portland, and for the 218 miles eastward to the Idaho state line.

Oregon apportioned $46.246 million for the Interstate system this fiscal year and obligated (actually went to contract) about $47 million.

Construction date for the Port of Morrow interchange will be determined by the Oregon Department of Transportation [illegible] 21-8

OREGON STATE
HIGHWAY DIVISION

P. O. Box 850
La Grande, Oregon 97850

Telephone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 8, 1976

Dave Moon
Morrow County Planner
Morrow County Courthouse
Heppner, Oregon 97836

Dear Dave:

As per your request, find enclosed a sketch of the Paterson Ferry Road Overcrossing on which we have indicated the typical right-of-way required for a diamond interchange.

We appreciate your concern for the orderly development of this area, however, this sketch should not be construed as a commitment from the Highway Division to consider, authorize, or construct an interchange at this location. Consideration will be given only when there is evidence of a need.

Please feel free to contact me for any additional information which you may need relating to transportation planning for your county.

Sincerely,

W. E. Schwartz
Regional Engineer

By

George Strawn
George Strawn
Regional Planning Coordinator

RECEIVED
DOT OPERATIONS

JUL 9 '76

REFER TO

FOR

Info	Inves	R/O	D/R	Sign	Act	File

7-9
Cy Hunter

GFS:je
Attachments

cc: Judge Paul Jones
~~F. B. Klaboe~~
J. H. Versteeg
Bob Blensly

Form 81-734-3123

006648

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 8, 1976

FILE:

5

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Patterson Ferry Road Interchange

TO: A. D. Olson
Preliminary Design Engineer

NOTED
F. B. KLABOE

Attached is a copy of Mr. Robert E. Royer's, Assistant Director for Planning, letter of June 8, 1976, on a Patterson Ferry Road Interchange.

We should study the area to determine what interchange is appropriate for this location. The right-of-way limits should be clearly defined for planning purposes.

When you have completed the design work to determine right-of-way requirements, we will transmit this information to Mr. Royer for his use. Mr. Blensly will provide the necessary prefix for the engineering costs involved.

JHV:jh
cc: F. B. Klaboe
R. E. Royer
R. C. Blensly

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DOT OPERATIONS
JUN 9 '76
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

STATE OF OREGON
Department of Transportation

INTERC ICE MEMO

TO: Hal Versteeg
Road Design Engineer

DATE: June 8, 1976

File No.: Morrow County

FROM: Robert E. Royer
Assistant Director For Planning

SUBJECT: Proposed Patterson Ferry Road Interchange

In a Memo to the File on May 17, 1976, George Strawn requested that he be provided with information for a proposed Patterson Ferry Road Interchange. This was a request which George received from the Morrow County planner. The county is interested in investigating the inclusion of this interchange on the interstate system.

It is important that the county receive as much information from us as is possible. This will be required in order for them to fully understand the reasoning behind our program. If in fact, it is not possible to put an interchange there for any number of reasons, we should let them know. On the other hand, if they feel there is a need for the interchange and they want to plan for it, they should have the opportunity to know at least roughly what an interchange design would require in terms of area. George should make it clear to the county that we do not have this interchange in our plans and that it is very very difficult to gain approval for additional interchanges on the interstate system, but we should, I think provide the design information that was requested.

I would hope that you could reconsider your decision transmitted in your May 21 letter to George. I think their request was for the best information possible. It is not necessary to make it an official document but our indication of what area is required.

RER:smh
cc: F. B. Klaboe
George Strawn
R. C. Blensly

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DOT OPERATIONS
JUN 9 '76
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

NOTE

Co. 31
Morrow

bc: E. S. Hunter
L. W. Rulien

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 6, 1974

Mr. Harold Sherer
Morrow County Roadmaster
Courthouse
Heppner, Oregon 97836

NOTED
E. S. HUNTER

Dear Doc,

We finally got approval of your new county-wide FAS System. I am enclosing for your use copies of the approved tabulation and maps describing your new system. You will note that the Federal Highway Administration has deferred some of the requested routes because they did not meet the driteria of the 1990 Functional Classification Study. This included the Paterson Ferry Road and I-80N Frontage Road (FAS 25-505) in the northeast end of the county.

If you have objections to any of these deferrals and can furnish additional documentation or information as to why they should not be deferred, we will be glad to resubmit them for you.

There is also an extra set of tabulation and maps for the Courthouse files. Will you please see that Judge Jones gets these.

Very truly yours,

H. S. Cox
County and City Engineer

By

Robert H. Prange
Rural Engineer

RHP:ljt
Encl.

RECEIVED
MAR 7 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Salem, Oregon
May 21, 1976

J. H. Versteeg
Road Design Engineer

George Strawn
Regional Planning Coordinator

Patterson Road Crossing
Irrigon Jct.-Umatilla Co. Line
Old Oregon Trail Highway
Morrow County

Recently a property owner in the Patterson Road area telephoned the Road Design office and asked if right of way needs would be determined for an interchange at Patterson Road. He was told that right of way limits could be determined for a standard type of diamond interchange, but that no such facility was planned.

The Road Design Section does not propose an interchange at Patterson Road nor do we feel it would be possible to justify such a connection. Under the circumstances, it does not seem appropriate to establish right of way for an interchange at this location.

DNS:az
cc: Bob Blensly

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
May 17, 1976

FILE:

George Strawn

FROM: George Strawn
Regional Planning Coordinator

SUBJECT:

TO: MEMO TO THE FILES

On Thursday, May 13th, I met with Dave Moon, Morrow County Planner, in Irrigon and we discussed the Highway Division's financial problems, etc. and I also offered our assistance to supply them with information for Transportation Planning.

He indicated the county was interested in the improvement of Oregon Route 74 from I-80N to Lexington and the construction of a full interchange at Patterson Ferry Road overcrossing. The county would like to zone the proposed interchange area to prevent future development of this property.

I told him that the Highway Division's present 6-Year Plan scheduled improvements on I-80N to Lexington and that I would find out if possible the dimension requirements for an interchange at Patterson Ferry Road.

He said that they had just approved a request for a zone change in the area just north of the proposed interchange between the overcrossing and the railroad on Patterson Ferry Road. There are plans now to construct potato sheds at this location.

On Friday, May 14th, I discussed the proposed interchange with Dick Nichols, FHWA Area Engineer. He said that before this project could be approved they, the county, must show a present need for this facility through Origin and Destination Studies, etc., and that FHWA participation in the funding was very unlikely.

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cc: Bob Blensly
J. H. Versteeg - Please furnish this office with the dimensions for the proposed Patterson Ferry Road Interchange.

[illegible] 8

TRA 7

DATE: July 29, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM: for LWR
H. S. Coulter
State Highway Engineer

SUBJECT: Port of Morrow: Summary of Projected Development

In response to your request, enclosed are two copies of our report entitled Port of Morrow: Summary of Projected Development. We hope that the information contained therein will enable you to support our requests for additional I-84 access to serve the Port of Morrow.

We appreciate the assistance and guidance of your staff in helping us to prepare this document.

Att
bc ECOAC
Morrow County
Port of Morrow
City of Boardman

W. E. Schwartz
Bill Cranford

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
Project Management Branch
Urban Studies Unit

PORT OF MORROW: SUMMARY OF PROJECTED DEVELOPMENT

Background

References are made to earlier correspondence and published reports concerning local and state requests for additional access to Interstate 84 to serve the Port of Morrow. These reports have been transmitted to the Federal Highway Administration and are as follows:

1. City of Boardman-Port of Morrow: Origin Destination Survey, revised November 14, 1979.
2. Port of Morrow: Summary of Issues and Findings Concerning New I-84 Access, revised December 13, 1979.
3. City of Boardman-Port of Morrow: New I-84 Access Addendum, revised June 12, 1980.

Purpose of this Report

Recently the Division Office of the FHWA requested an update and narrative summary of existing and future development for the City of Boardman and the Port of Morrow. To the extent immediately possible, a brief analysis of possible transportation impacts was also desired.

It is believed that the information requested is at least in part, that which is mentioned in Secretary of Transportation Neil Goldschmidt's July 14, 1980 letters to Governor Atiyeh and Representative Ullman. Copies of these letters are attachments A and B of this report.

Attachment C is composed of correspondence and a resolution by the Oregon Legislative Committees on Trade and Economic Development and the House Interim Committee on Transportation. The documents are attached as a matter of record.

Current and Future Development Summarized

Attachment D is entitled, Port of Morrow, Future Economic Development. This well prepared document was written by the East Central Oregon Association of Counties in cooperation with the City of Boardman, the Port of Morrow and the Highway Division.

Attachment E is a 1973 aerial mosiac of parts of the City of Boardman and the Port of Morrow. Unfortunately, the Highway Division does not have newer photography. However, in this case this may assist in understanding the situation, because the contrast between what existed on the ground in 1973 and what exists now is so remarkable.

Using the 1973 mosiac as a base, an attempt has been made to add the major developments which have occurred between 1973 and 1979. It should be noted that it is not practical to add each dwelling unit to the mosiac that has been constructed; only major developments are shown individually. Information from the City of Boardman indicates that the residential construction cited in Attachment D will essentially fill or commit all but a very few residential sites north of the freeway. This is the area bounded by orange on Attachment E.

Additional future growth will have to locate south of the freeway compounding the traffic problems on the Boardman Interchange and its overpass structure. This trend has already begun with 739 persons residing south of the freeway in 263 dwelling units. Twenty-one new dwelling units are currently under construction south of the freeway. Also, the area's first super market is under contruction south of the freeway.

The 1977 City of Boardman population was 1,020. The January 1980 population is 1,405, and is documented from a special city census. This is a 38 percent growth in three years. The heavy demand for housing is in part caused by the fact that there are no nearby areas capable of providing city services. Therefore, whatever is the amount of industrial and agricultural growth it directly results in additional city growth; there are no nearby bedroom communities.

Attachment E also shows future developments as outlined in Attachment D. These future developments are shown in yellow, to distinguish them from development already on the ground. Attachments F and G are reproductions of newspapers describing the proposed ethanol plant. The sketches and drawings are the only pictorial information available to the Highway Division at this time.

Future Employment and Population

In order to estimate future population, employment and resulting traffic impacts, it is necessary to consider the "multiplier" effect of each basic industrial job.

From the USDOT report Generation of Employment, A Report on Employment Generated By Federal-Aid Highway Funds, it is concluded that for each new basic "on-site" job an additional 3.8 "off-site" and "induced" jobs are created.

A recent ODOT study of the impact of abandoning a railroad in Union County, Oregon, revealed that 1.4 additional "off-site" jobs would be lost, along with each basic industry job from losing the railroad.

From the above, it seems reasonable that for Morrow County a rule-of-thumb estimate could be made that for each new permanent basic industrial job, an additional two permanent "off-site" jobs are induced. This appears to be a conserative estimate. If this rationale can be supported, the 212 basic jobs listed by the activities outlined in Attachment D will create an additional 424 jobs. Based on 3.0 persons per family and 1.1 employed persons per family, the population of the City of Boardman could more than double and grow by over 1,700 persons in a very short time.

It will be noted that none of the industry required truck drivers have been counted as "on-site" or "induced" employees, although the industries are heavily truck oriented. Undoubtedly, some of the drivers will locate in Boardman.

Furthermore, the estimate of construction jobs contained in Attachment D are probably quite low. A study by ODOT's Policy and Planning Section is summarized by Attachment H. Basically, this study indicates that on highway projects about 9.1 construction jobs are created by every one million dollars contracted. In addition, additional temporary off-site employment is induced at the rate of one job per two million dollars contracted.

If this reasoning can be accepted, the construction employment generated by $94 million ethanol complex could be closer to 1,000 jobs instead of the 300 listed.

In forecasting the future growth of a community as many opinions can surface as there are people willing to speak. Planners and those engaged in providing facilities for the future may traditionally over-predict. Those responsible for providing monies for municipal and public servives may traditionally under-predict and under-provide.

But the fact remains that no responsible forecast for the Port of Morrow-Boardman area has been high enough. Development has far exceeded all expectations and continues to accelerate. It has been proven that the conservative view of the needs of the community is not correct. The population and employment of the area seems certain to double, and perhaps triple in the very near future.

Traffic Impacts of Growth

Previous reports (referred to in an earlier section) gave existing and forecasted traffic volumes at the Boardman Interchange and on other local facilities. Of far more importance than sheer traffic volumes are the heavy truck-automobile mix and the unusual traffic conditions created by shift changes, harvest and changing market conditions. A few visits to the area may not adequately expose the traffic problems. The problems are caused by vital growing and essential industry reponding to requirements of weather, harvest, labor and market conditions. Systematic traffic patterns change frequently and substantially.

The Port of Morrow must have additional access to I-84 or economic growth will be stiffled. The current truck traffic situation is barely tolerable in the City of Boardman. The Port has thousands of acres to develop, but cannot do so because some potential industry is not convinced that access is satisfactory.

In terms of traffic volumes, the Urban Studies Unit has no hesitancy in forecasting that traffic impacts from development as outlined in Attachment D will create demand volumes of 10,000-15,000 ADT on the I-84 overpass at the Boardman Interchange, unless a Port of Morrow Interchange is constructed. In every study and every area in Oregon a doubling of population and employment has resulted in a doubling of traffic and vehicle miles traveled. The above volumes are misleading in that they do not account for the high heavy truck mix. With the impact of trucks considered, the passenger car equivalent volumes will range from 18,000 to 27,000. Even the lowest of the above forecasted volumes would yield levels of service below design standards and be unsatisfactory to residents and motorists. It is a situation where tourist, normal city and port traffic cannot coexist without interactions detrimental to highway users and the economic growth of the area.

William L. Cranford
July 29, 1980

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FOE
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ATTACHMENT A

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

JUL 14 1980

The Honorable Victor Atiyeh
Governor of Oregon
Salem, Oregon 97310

Dear Vic:

Thank you for your letter supporting Oregon's request for an additional I-84 interchange to serve the Port of Morrow.

The Federal Highway Administration's regional officials in Portland have reviewed the State's proposal and returned it to their Division Administrator in Salem, Mr. Glen L. Green, for further information. They asked Mr. Green to work with the Oregon Department of Transportation (DOT) on the proposal. Oregon DOT's proposal will then be resubmitted through regional officials to Washington Headquarters for review.

I know how important the Port of Morrow is and agree with you about the need for improved transportation. Thank you for letting me know your views on the proposed interchange.

Sincerely,

Neil Goldschmidt

Rec'd 7/22

ATTACHMENT B

Cusack ___
FOE ___
AE 4 ___

THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

JUL 14 1980

The Honorable Al Ullman
House of Representatives
Washington, D.C. 20515

Dear Al:

Thank you for your letters supporting Oregon's request for an additional I-84 interchange to serve the Port of Morrow. I certainly agree with you about the need to improve transportation in the area.

The Federal Highway Administration's regional officials in Portland have returned the State's latest proposal to Federal Highway Division Administrator Glen L. Green in Salem and asked him to work with the Oregon Department of Transportation to provide additional supporting information. The proposal will be sent to us here in Washington as soon as the additional analysis is completed.

I appreciate your letting me know you support the proposed interchange. I am hopeful we will be able to approve the proposal when it reaches Washington.

Sincerely,

Neil Goldschmidt

Rec'd 7/21

SENATORS
[illegible] HANNON XXXXXXXX Vice Chairman
ON D. BOE, PRESIDENT OF THE SENATE
ICHARD BULLOCK
ICK GROENER
EN JERNSTEDT
IKE RAGSDALE, ALTERNATE

ATRICIA K. MIDDELBURG
EXECUTIVE OFFICER

ATTACHMENT C

STATE OF OREGON
LEGISLATIVE COMMITTEE ON TRADE
AND ECONOMIC DEVELOPMENT
ROOM H197, STATE CAPITOL BUILDING
SALEM, OREGON 97310
(503) 378-8811

REPRESENTATIVES
[illegible] XX CHAIRMAN
BOB BROGOITTI
BILL MARKHAM
HARDY MYERS, SPEAKER OF THE HOUSE OF REPRESENTATIVES
MAX RIJKEN
JOSEPHINE H. SIMPSON
GLEN WHALLON, ALTERNATE

XXXXXXXXXXXX
PHILLIP FELL
SENIOR LEGISLATIVE ASSISTANTS

CAROLE VAN ECK
TIA GRIDLEY
COMMITTEE ASSISTANTS

July 7, 1980

The Honorable Bob Packwood
1317 Dirksen Building
Washington, D.C. 20510

Dear Senator Packwood:

On behalf of the Legislative Committee on Trade and Economic Development and the House Interim Committee on Transporation, we are herewith transmitting a copy of a committee resolution, unanimously adopted by both committees on June 26, 1980.

The resolution urges the Federal Highway Administration to support and approve the application by the Port of Morrow, Oregon, and the City of Boardman, Oregon, for construction of a freeway interchange on Interstate 84, east of Boardman.

We would appreciate it if you would keep us informed of any developments on this matter. Thank you.

Sincerely,

Lenn L. Hannon
Lenn Hannon
Vice-Chairman
Legislative Committee on
Trade and Economic Development

Glen Whallon
Glen Whallon
Chairman
House Interim Committee
on Transportation

Letters also sent to:

Neil Goldschmidt, Secretary of Transportation
Karl Bowers, Federal Highway Administration
Sen. Mark Hatfield
Sen. Bob Packwood
Rep. Les AuCoin
Rep. Al Ullman
Rep. Robert Duncan
Rep. Jim Weaver

RECEIVED
JUL 22 1980
URBAN STUDIES UNIT

NOTED
WM. L CRANFORD

RECEIVED
STATE HWY ENGR
JUL 22 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

LC 574
07/07/80 (44) (36)

COMMITTEE RESOLUTION

Whereas the development of transportation and the control of that development are essential to the economy of any area and to the safety and well being of the residents of that area; and

Whereas Oregon is one of the leading states in recognizing that the development of individual areas in a state have a substantial impact on the entire state; and

Whereas the City of Boardman, Oregon, and the Port of Morrow, Oregon, are faced with a transportation problem that is having an increasing impact on that area, its residents and ultimately on the State of Oregon; and

Whereas the transportation problem in the city and the port is being created by vehicle traffic that results from the increasing economic development of the area; and

Whereas substantial industrial and agricultural development in the area of the city and the port mean that the transportation problem will continue to increase; and

Whereas the amount of traffic that is generated within the City of Boardman as part of the transportation problem is beginning to create safety hazards for local residents, to create transportation difficulties for local residents and to have an adverse effect on the development of tourist uses of the area; and

Whereas difficulties with transportation of goods that occur because of the transportation problem may ultimately have an adverse impact on the economic growth of the area; and

Whereas the governing bodies of the City of Boardman and the Port of Morrow have taken steps to alleviate the transportation problems trying to establish a freeway interchange to the east of

NOTED
WM. L CRANFORD

the city that would provide direct access to the port for industrial and agricultural traffic and remove the need for the industrial and agricultural traffic to use the City of Boardman as an access road; and

Whereas the interchange would help to substantially reduce the transportation problem by separating industrial and local traffic, by diverting industrial and agricultural traffic away from the main streets of the city, by increasing safety for local residents through an overall reduction of street traffic, by stopping traffic slowdowns that occur during peak traffic periods and by providing transportation routes that are part of an overall plan for the development of the area; and

Whereas the development of the interchange at the present is important because it will alleviate the transportation problem and because the planned development of the city and port area has reached a stage where the completion of the interchange is necessary in order to allow further development and to avoid creation of some temporary solution that might not be consistent with the overall plan for development in the area; and

Whereas the governing bodies of the city and the port have worked carefully on the creation of the freeway interchange for a number of years and, with help of representatives of the Federal Highway Administration, have considered and discarded alternatives and finally included the development of the interchange as part of the comprehensive land use plan for the city as that plan was approved by the Oregon Land Conservation and Development Commission; and

Whereas throughout the development and consideration of the plan for the interchange the officials of the city and port have been encouraged by representatives of the Federal Bureau of Public Roads and its successor the Federal Highway Administration and have been assured by the representatives that the interchange would be constructed; and

Whereas the interchange has the support of the governing bodies of the city, port, the County of Morrow and the East Central Oregon Association of Counties and the support of the Governor of the State of Oregon; and

Whereas the Port of Morrow Commissioners and the City of Boardman have made joint formal application to the Federal Highway Administration for creation of the freeway interchange; and

Whereas the importance of the interchange project to the development of the City of Boardman and the Port of Morrow and the State of Oregon emphasize the need for prompt consideration of the application by the Federal Highway Administration; now, therefore,

Be It Resolved by the Legislative Committee on Trade and Economic Development of the Oregon Legislative Assembly and the House Interim Committee on Transportation of the Oregon Legislative Assembly:

(1) The Legislative Committee on Trade and Economic Development and the House Interim Committee on Transportation support and approve of the application by the Port of Morrow, Oregon, and the City of Boardman, Oregon, for construction of the freeway interchange designated in the application by the city and the port to the Federal Highway Administration.

(2) The Federal Highway Administration is encouraged to promptly consider and approve the application for the interchange by the Port of Morrow and the City of Boardman and to assure that the project will be rapidly completed.

(3) A copy of the resolution shall be transmitted to the Federal Highway Administrator, to the Secretary of Transportation and to each member of the Oregon Congressional Delegation.

ATTACHMENT D

PORT OF MORROW

FUTURE ECONOMIC DEVELOPMENT

The conditions which have precipitated industrial expansion at the Port of Morrow and commercial expansion of the City of Boardman, rapid population growth, increased activity in the agricultural sector, and expansion of the construction sector of the economy, are expected to continue in the forseeable future.

The following listing has been developed to summarize the impacts on regional and local transportation facilities, primarily I-84 and the existing Boardman interchange, from proposed projects at the Port of Morrow and City of Boardman. The list has been divided into three sections: Developments which will expand existing facilities or confirmed new developments, tentative developments proposed for construction within the next two to five years, and unannounced developments currently in the negotiation phase. Those developments outlined under the unannounced category are not general public information, so only rough estimates are available at this time.

EXPANSIONS OR CONFIRMED DEVELOPMENTS

Sunriver Farms

Two developments are proposed by Sunriver Farms, Inc., an agricultural-industrial corperation currently involved in the production of food and energy products on 37,000 acres of dry land and irrigated farm land located along the Columbia River near Boardman, Oregon.

Ethanol Plant

Morrow Agriculture Energy Corporation, an affiliate of Sunriver Farms, is currently in the process of site preparation for construction of an alcohol production plant slated to begin operation in Spring 1982. The plant, which will occupy 17 to 20 acres of Port land, will be the largest alcohol fuel production facility in the Northwest and the largest in the Nation using agricultural crops directly as feed stock. The plant will be designed to produce 20 million gallons of ethanol per year, producing, as a by-product, some 80,000 tons annually of distiller's dried grain, which can be used as animal feedstock. The ethanol produced will be used to make gasohol in a mixture comprised of one part alcohol and nine parts gasoline.

The project will involve construction of a grain elevator, barge dock, and feed mill in addition to the ethanol plant. These facilities will be required for storage of corn, which will be the primary feedstock, and handling of the two by-products of the process, alcohol and distiller's dried grain. Crop production for the plant is slated to begin in 1981.

Total investment for the project, including cropland improvements, will be $94.1 million of which the Ethanol Plant will comprise 65% or $60 million. Construction of the plant and ancillary facilities will provide an estimated 200-300 jobs between Fall 1980 and Spring 1982 (construction phase), with an operational work force of 100 full time, year-round persons.

A number of impacts on local and regional transportation facilities are expected to result from the project. Of primary concern are the movement of raw materials into the facility and distribution of finished products and by-products. The alcohol plant is expected to be fueled by western coal, which is already being brought into the area by Portland General Electric to supply its Boardman Coal Generation Plant. Delivery is expected via railroad as is presently the case with coal for the PGE plant.

The alcohol plant will require corn from 50,000 to 70,000 acres of farm land, the majority of which will be produced on Sunriver Farms property, located southeast of the Port of Morrow and on the north shore of the Columbia River. Due to proximity of the plant to the raw materials, trucks will be utilized resulting in 60-100 trucks per day during the 30-40 day peak and 20 trucks per day during the remainder of the year.

On the distribution side, the plant will produce an estimated 20 million gallons of Ethanol yearly, along with 80,000 tons of distiller's dried grain, a by-product of the process. It is anticipated that a portion of the alcohol produced will be used locally, with the remainder shipped via truck, rail, and barge to regional distribution points where combination with gasoline to produce gasohol will take place. The distiller's dried grain will be primarily utilized as feed for animal production facilities both locally and within the region and will also be shipped via truck, resulting in daily, heavy truck traffic leaving the Port area.

A secondary impact will be experienced during the construction phase when an estimated 200-300 construction workers will be commuting to work from Boardman and surrounding communities. While a temporary impact, the City of Boardman and existing Port access road will experience traffic congestion at shift changes.

Dry Bean Processing Plant

Sunriver Farms is currently constructing a pinto bean processing plant slated to begin production in Fall 1980. The plant will occupy approximately 10 to 15 acres of Port land and will process an estimated 13,000 acres of pinto beans for export to overseas markets, such as Mexico.

The project will involve construction of drying and storage facilities for the beans with a total investment of $800,000. Operations at the plant will be dependent on shipping and production schedules with 2 full time jobs created and 8 to 10 seasonal jobs created.

Once again, impacts to the local and regional transportation system are expected to result from delivery of raw materials and distribution of of finished products rather than from a large construction or operational work force. Pinto beans, produced on Sunriver cropland located southeast of the Port of Morrow and north along the Columbia River in Washington, will be trucked to the plant, generating an additional 40-50 trucks per day during the August-September harvest. Distribution of the beans will be primarily by rail and barge downriver for transfer to ocean-going transport at deep water ports this year, while development of local markets are a long-range goal.

Longview Fibre

Longview Fibre has just announced the development of a chip and log export business in the Port of Morrow. Operations involve the following:

1. All logs will be cut in the Blue Mountains, east of Pendleton, and Wallowa Mountains, in Wallowa, Union, and Baker Counties.

2. The logs will then be loaded on log trucks and shipped to the Port of Morrow facilities via Interstate 84.

3. Once the logs are unloaded, they will be sorted and graded in the yard, stacked into decks, and tagged for either the chip mill or saw mill.

4. The chipped products will then be shipped by barge to the Longview Fibre Mill in Longview, Washington for use in manufacturing cardboard boxes and other paper products. The sawmill products will be targeted for log export markets on the international scene through the various deep water ports downriver. The logs will be barged, formed into log rafts, and floated to the deep water ports.

Longview Fibre's investment in the chip and saw mill operations will amount to an estimated $5.5 million. The operations will be located in the north central section of the Port property, and they will require some 40 acres.

Longview Fibre will be constructing a chip and saw mill on the site, an unloading facility for the incoming logs, a chip storage facility, and dock loading facilities for the chips and logs going to export. The entire operations of Longview will require 30 full-time, year-round employees.

The transportation impact of these facilities on the local transportation system will be substantial. Longview estimates that 40 log trucks will be delivering logs to the Port location each day, five days per week. Trucking of the raw materials from the Blue and Wallowa Mountains is the only feasible means available.

The forested areas producing primary resources for the Longview Fibre Operation are located south and east of the Port of Morrow, necessitating use of the freeway and existing Boardman Interchange by westbound truck traffic. In addition to the log truck traffic, the distribution of the finished product and by-products will require a number of barges to transport chips to Longview and logs to Portland for export. A very limited amount of chips and logs will be distributed by trucks to more local markets. It is difficult to estimate the traffic to local destinations as it is a secondary market.

Longview has already started construction of the sorting yard, leveling of the mill sites, and has already sorted and stacked several thousand board feet of logs. Final construction of the mills and yards is expected by early 1981. Full operations are to take place in early 1981.

TENTATIVE DEVELOPMENTS

The following are developments which are through preliminary discussions, but are presently in final negotiations. These firms have made a commitment to local officials and are assured of locating at the Port of Morrow or on adjacent property.

Concrete Products

Concrete Products will operate a concrete panel manufacturing plant in the Port of Morrow. The concrete panels are to be used in the wall construction of both commercial and industrial buildings. The panels will be 5½" thick and will vary in length depending upon the specific building specifications.

The panels are a specialized product, developed specifically for construction use in cold weather climates. The panels offer two advantages over other cold weather construction methods; 1. The R factor, for these panels as insulation, is very high; and 2. The panels are not impacted nor adversely effected by cold weather when being assembled on site.

The panels will be primarily marketed to Alaska and Canada but will be targeted for other international markets in the future.

Concrete Products will invest $800,000 in establishing these operations. The facilities will consist of a batch plant for mixing of the specialized concrete, forming machines to shape the panels, stock yards for the raw materials, and dock loading facilities on the Columbia River. The facilities will require a total of 20 acres of Port property and create 12 full-time, year-round jobs.

The transportation impact for this industry will again be major. First, Concrete Products will have to transport to the Port location almost all needed raw materials for production. The concrete will be purchased from Portland Cement at Durkee, Oregon, some 155 miles east of Boardman, and a number of semi-trucks will be required to transport the raw concrete to the Port on a bi-weekly basis. Second, a number of trucks will be required to transport crushed rock of various sizes to the facility for on-site storage. The rock will be purchased primarily from large gravel pits east of the Port of Morrow. The rock will be trucked each week to restock the needed supply.

The finished panels will be distributed by both barge and truck to national and international markets. The truck traffic will not be as significant as barge, but it will once again increase the traffic load at the Port.

Concrete Products will be in the construction phase until fall of 1981. Operations are anticipated to begin by late fall of 1981 or early 1982.

J. R. Simplot Livestock Feedlot

J. R. Simplot will construct and operate a livestock feedlot southwest of Boardman. The actual feedlot will not be constructed on Port property, but it will affect future traffic to the Port of Morrow.

A majority of the traffic impact will be caused by shipment of distiller's grain feed stock from the Sunriver ethanol plant to the Simplot feedlot by truck. Simplot's requirement for feedstock indicates that truck service will have to be several times per week between the Port and the feedlot.

Simplot is anticipating having the feedlot operational by late 1981 or early 1982, in time to take advantage of the feedstock from the ethanol plant.

UNANNOUNCED POTENTIAL PROJECTS

The names of the next two firms and their specific developments must remain confidential due to the present status of negotiations and initial contact by the Port of Morrow.

The first firm is considering investing some $10 million into a new operation and processing plant in the Port of Morrow. The project would result in 50 new full-time, year-round jobs and require 20 or more acres of Port property.

The operations would require 60 trucks for delivery and dispatch of raw materials to the plant each day. Needed raw materials would be trucked from points east of the Port of Morrow. Distribution of the by-product would be both by barge and truck, further increasing the Port traffic. Market areas for the finished products will be local, national, and international.

Construction is anticipated by early 1982, with operations beginning by fall of 1982.

The second firm is looking to invest $3.4 million into a new operation at the Port of Morrow. The operations would create 20 full-time, year-round jobs and require 10-15 acres of property.

This firm is involved in a manufacturing process which would require the trucking of raw materials to the plant site from areas south and east of the Port. Trucks would also be required to distribute the finished product to the local and national markets. The exact truck traffic per day is indeterminable as the firm is still in the negotiation phase and has not revealed its entire proposal.

Construction by the firm is expected to start in the fall of 1981, with operations starting by spring of 1982.

City of Boardman/Port of Morrow Airport

The City of Boardman and Port of Morrow are in the preliminary planning and engineering phase of an airport facility to be located on the east portion of the Port property.

The airport would provide an additional means of transporting raw materials, exporting finished products and by-products, and transporting the management and staff of firms located at the Port and surrounding area.

The airport will result in an increase of traffic to the Port but would primarily be car and small truck type traffic.

Construction of the airport is anticipated for late fall of 1980, and spring of 1981. Operations are estimated to begin by the summer of 1981.

City of Boardman

The following developments will be located adjacent to Front Street, Olson Street, and Columbia Avenue. These three streets are all primary traffic arterials within the City of Boardman and feed into North Main and East Columbia Avenue, which are the current access roads through Boardman to the Port of Morrow. The developments display a further increase in the already critical problem of traffic congestion and safety on these streets.

1. Commercial Property

   -- 12.39 acres on N. E. Front Street

2. Residential Development

   -- 72 single family lots
   -- 384 multi-family units
   -- 117 mobile home lots

The City is anticipating the full development of these properties during 1980-1982. Investors are already submitting plans for developments to the City for projects which could begin construction in the fall of 1980.

SUMMARY

The separation of industrial and commercial-residential traffic is an essential element of any solution for the present problems being experienced by Boardman and the Port of Morrow. Developments currently under way, or firmly proposed for the Port and surrounding properties, have the potential for rapid growth of heavy truck traffic, both to and from the Port area, primarily from resource areas located south and east of Boardman. The magnitude and nature of this increased traffic will not only affect residents of Boardman, but will impact operations within the Port by increasing cost and energy consumption for those firms moving raw materials from these easterly locations being forced to use the existing Boardman Interchange, and traveling additional miles to enter the Port.

A concern of local officials is the impact that increased congestion and transport costs will have on the ability of the Port to attract new firms and encourage existing firms to expand their operations. While the location of an ethanol production plant at the Port is a positive step toward conservation of petroleum resources and wise utilization of renewable resources, the facility must have convenient and efficient access to all transportation modes in order to effectively market its product.

The City of Boardman and the Port of Morrow believe that the additional interchange proposed for I-84, east of Boardman, will not only provide efficient and convenient access for operations on Port of Morrow lands, but will also alleviate a portion of the light truck and car congestion which will also result from Boardman residents employed by new developments.

Prepared by the East Central Oregon Association of Counties, July 24, 1980

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ATTACHMENT F

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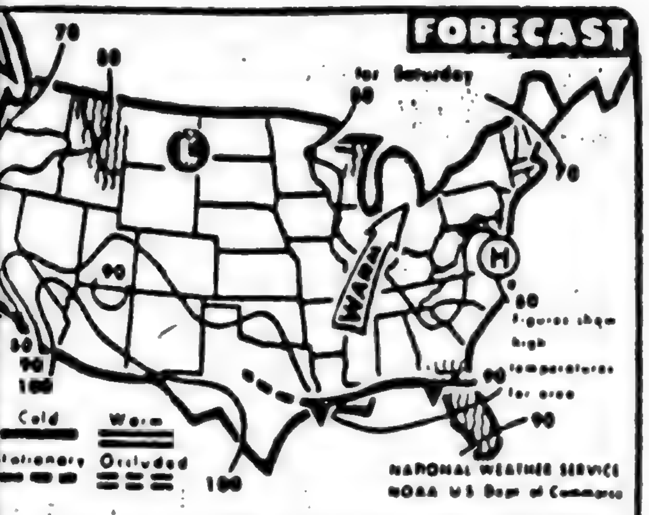
FORECAST



m. forecast by the National Weather Service at Pendleton
For 24-hour forecast information, call 276-0103.

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On Columbia near Boardman

'Sunriver' more than just farm

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Owners of Sunriver Farms, Inc., said Friday the operation includes three divisions: Sabre, 20,000 acres, southeast of Boardman; Three Wells, west of Paterson, Wash., across the Columbia River from Boardman, 13,000 acres, and Far West, southeast of Boardman, 4,000 acres.

The farm includes 28,900 irrigated acres under center pivot systems.

"Sunriver Farms is much more than a farm. Together with the affiliated Morrow Ag Energy Corporation, it makes up an agricultural-industrial energy system, currently producing energy in the form of food and soon to be producing energy in the form of fuel," the company said in a written statement.

The firm announced plans today for Morrow Ag Energy Corporation to build a $60 million alcohol plant at Boardman to be in operation in 1982.

Sunriver President John Cook said Sunriver is owned by Ronald L. Dodson, Ray S. McCoy Jr., and Barry Jones.

"The principal owners live on the farm and are a part of the community," Cook said. Cook farmed for 17 years near Caldwell, Idaho, before joining Sunriver.

He said Sunriver's "farming and processing operations will form an essentially closed-loop system boasting a high degree of self-sufficiency and stressing recycling and utilization of organic and other wastes; use of readily available, domestic energy resources; energy savings through reduced need for transportation prior to marketing of end products, and year-round employment."

Sunriver now has 100 employees. That's expected to reach 300 when all phases of the system are in operation, the company said.

"Every effort will be made to maintain the work force all year long." Sunriver operates a cafeteria for employees and provides free lunches seven days a week, Cook said. On-farm employee housing is planned. A car-pooling program, with rewards to participating employees, is in operation.

The main crops this year are pinto beans, which will be processed at the firm's Boardman Bean plant; alfalfa, wheat, turnips and asparagus. Corn will join the list next year, in preparation for operation of the alcohol plant.

Sunriver plans to use alcohol plant residues, alfalfa and forage crops to feed dairy and beef cattle. Wastes from the cattle operation will be used to fertilize the fields.

Annual production 20 million gallons

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The production of ethanol is an established process used for centuries in the production of beer, wine, whiskey and vodka.

Feedstocks can come

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Yeast is added to the cooked material in fermentation tanks where the sugar is converted to alcohol.

Ethanol production is considered only marginally efficient, Morrow Ag Energy said, because nearly as much energy is consumed in producing it as the final product represents.

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ATTACHMENT F

ews of Record

mperatures

allation figure or Outlook:
rcp; M - missing; CLR - clear;
cloudy; SHR - showers;
storm; DST - dust.

xtremes (excluding ska and Hawaii):

ligh 115 in Casa unde, Ariz.; low 40 in ah, Ore.

EA	Max.	Min.	Pcp.
es	79	46	.00
er	83	m	m
ns	83	48	.00
erprise	76	45	.00
miston	85	53	t
cham	75	45	.00
dleton	85	55	.02
Dalles	87	m	m
ah	80	40	.09
on	80	52	.00
a Walla	84	59	.00
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ene	78	53	[illegible]
ena	82	50	stm
alls	81	m	m
ford	86	57	.05
land	80	59	.00
m	78	55	.00
tle	73	55	cdy
kane	78	53	cdy
ima	84	55	.00
IONAL			
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anta	83	70	.07
ton	71	53	clr
cago	69	43	.27
veland	80	51	.37
ver	72	53	cdy
nsas City	78	60	.30
Angeles	80	61	clr
uisville	87	50	.63
ami	88	76	.43
nneapolis	73	51	clr
Orleans	95	74	.47
w York	77	60	clr
ila	79	57	clr
oenix	107	78	clr
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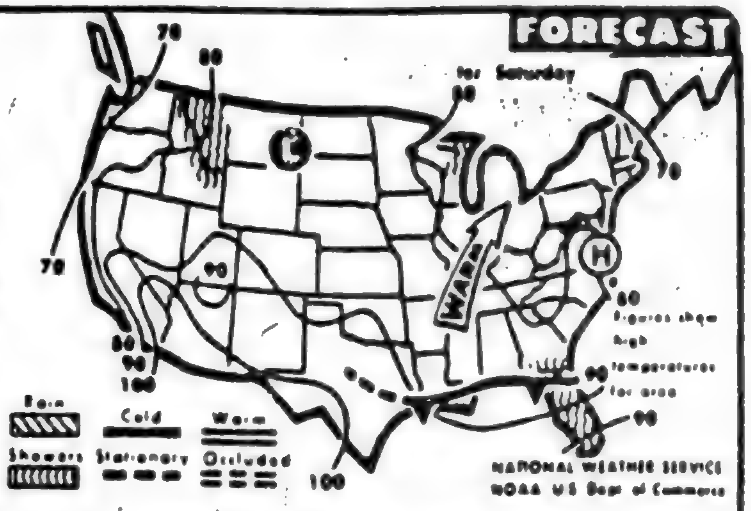
FORECAST



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Obituary

Fred R. Harrison

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Harrison was a member of the Heppner Elks Lodge and the Eagles.

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The company's goals are to produce alcohol, beef, milk and beans.

Atiyeh said it is appropriate that the fuel plant will be located in Oregon, because Oregon is a national leader in efforts to develop and utilize alternative energy resources.

Dodson said the needs of the plant won't increase food prices. "We've got no place to sell corn in Boardman. We're worried about markets for farm products."

Energy bill

Continued from 1A

It also directs President Carter to resume filling the strategic petroleum reserve, the nation's stockpile of oil, at the rate of 100,000 barrels a day — a move that Saudi Arabian officials have said will trigger a cutback in that country's oil production. The U.S. reserve has a capacity of 150 million barrels but now contains only 91.7 million barrels.

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The bill would create a federally owned U.S. synthetic fuels corporation to oversee a five-year, $20 billion program of loan and price guarantees aimed at building plants that could produce synthetic fuels out of coal, oil shale and tar sands.

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anta	83	70	.07
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s Angeles	80	61	clr
uisville	87	50	.63
ami	88	76	.43
nneapolis	73	51	clr
Orleans	95	74	.47
w York	77	60	clr
ila.	79	57	clr
oenix	107	78	clr
lt Lake	87	59	clr
n Fran	57	52	cdy
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arkets

RTLAND — Prices delivered to and Grain Exchange Thursday.

eat No. 1 bulk bid to arrive delivered coast:

Jun (15-30) 3.90. Jul (1-15) 5-30) 3.89. Aug (1-15) 3.88½.

Origin Dark Northern Spring 5-30) 14 percent 5.12.

se Grain, bid and offer, from nd Grain Exchange for North delivery:

ley, No. 2 Western Bid Jun (15- 15.00; Jul (1-15) 115.50, (15-30) Aug (1-15) 113.50. Offer Jun 118.00; Jul (1-15) 117.50 (15-30) Aug (1-15) 115.00.

CAGO — Wheat No. 2 hard red 3,86¼n Friday; No. 2 soft red 4.01¼n. Corn No. 2 yellow (hopper) 2.71½n (box). Oats heavy 1,97n. Soybeans No. 1 6,16½n.

2 yellow corn Thursday was at 2.83n (hopper) 2.78n (box).

ock

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3500; barrows and gilts 200- steady to instances 25 lower;

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East Oregonian

DAILY Except Sunday INDEPENDENT

2 SECTIONS PENDLETON, OREGON, FRIDAY, JUNE 20, 1980 20 PAGES 20 CENTS

Partly summer

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Mark Hatfield and Bob Packwood of Oregon voted on the prevailing side.

House Speaker Thomas P. O'Neill Jr. said today that the House would consider the bill next Thursday. The measure is expected to be approved easily.

"The country has finally come together on the need to move on energy," said Sen. J. Bennett Johnston, D-La., one of the congressional conferees who worked for six months before reaching a compromise Monday. "There's a change in mood in the country and in Congress. This bill is the first long step toward finally getting this country on the road to energy independence."

Sen. Henry M. Jackson, D-Wash., chairman of the Senate Energy and Natural Resources Committee, said passage of the bill signals the U.S. intention to provide its own energy needs.

Republican Hatfield, another of the Senate conferees, said the legislation shows America is "finally beginning to treat conservation just as though it were a fuel."

Johnston and Sen. Pete V. Domenici of New Mexico, the leading Republican supporter of the bill, said the president told them in a telephone call Thursday morning from Air Force One en route to Italy that the bill would strengthen his hand at the economic summit.

"It's obvious that he (Carter) considers it to be a bold measure," Domenici said.

The bill sets a goal of producing the equivalent of 500,000 barrels of oil a day by 1987 — equal to about 4 percent of current total daily U.S. oil consumption — and 2 million barrels a day by 1992, with up to $68 billion in additional federal assistance.

Continued on 2A

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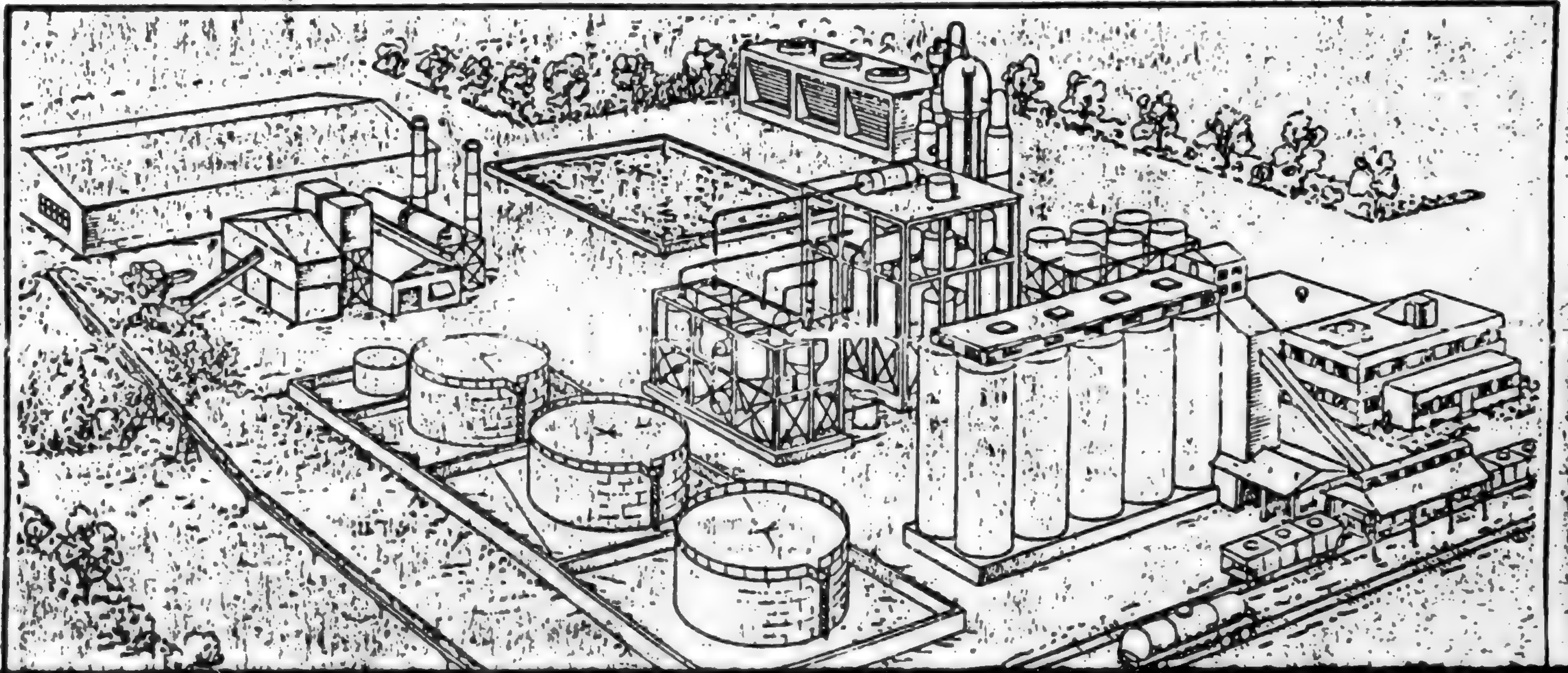
Westerners, then, get summer one day earlier.

But it's not expected to do us much good. Variable clouds and scattered showers with thunder are forecast for the next few days.

in Italy;



ATTACHMENT G

'Teasers' take it off

Story, [illegible] Page 17A

East Oregonian
DAILY Except Sunday INDEPENDENT

105th YEAR, No. 212 2 SECTIONS PENDLETON, OREGON, FRIDAY, JUNE 20, 1980 20 PAGES

Energy bill headed for final appro

WASHINGTON (AP) — Seven years after the Arab oil embargo, the United States has taken the first big step on the road to energy independence, say supporters of a massive energy bill now heading for final congressional approval.

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Summer today, sort of

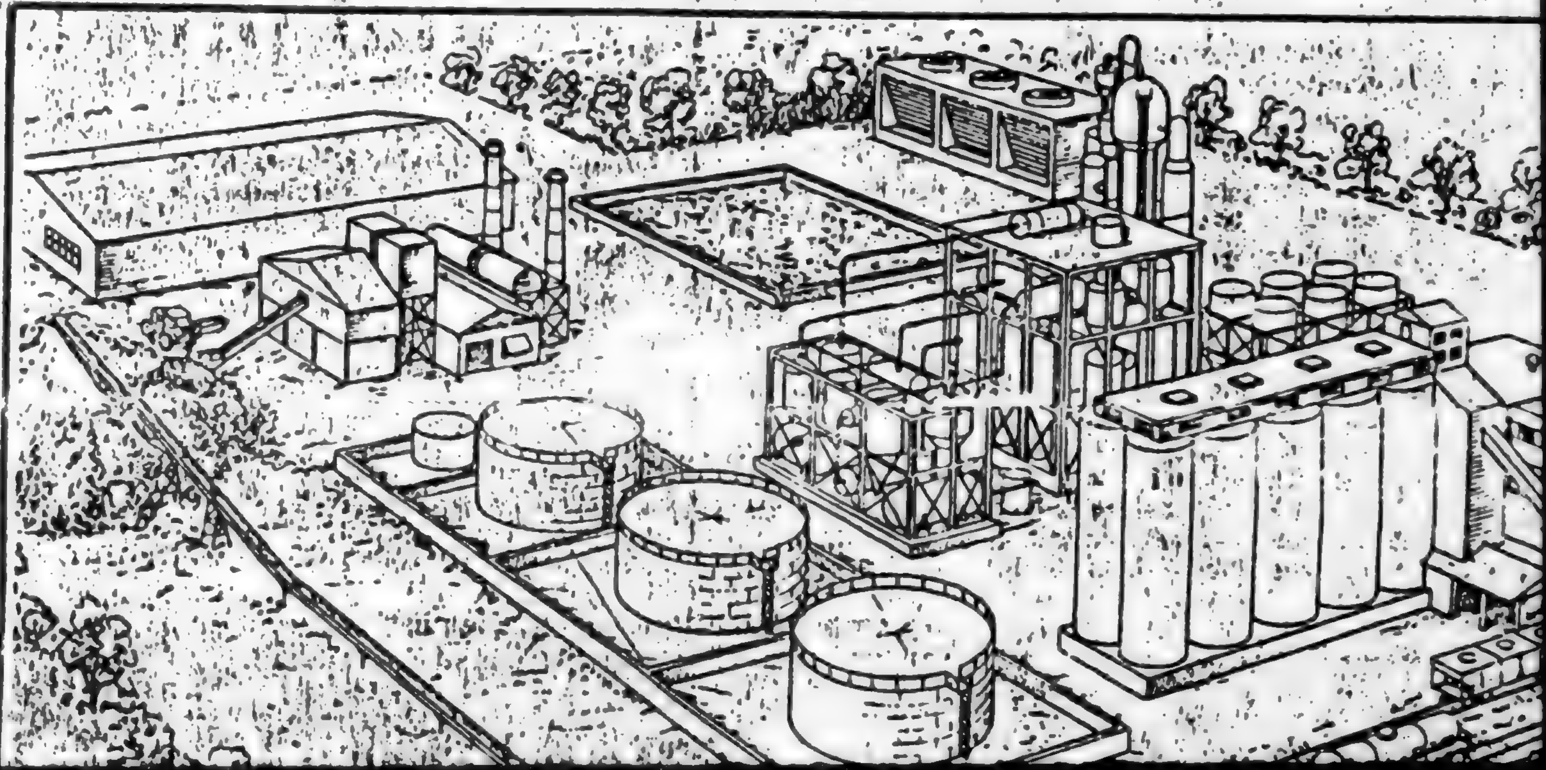
Residents on the west coast are getting a head start on summer this year.

Summer will arrive this evening at 0:47 p.m., Pacific Daylight Time. But in the east, the new season doesn't offi- [illegible] une 21.

Westerners, then, get summer one day earlier.

But it's not expected to do us much good. Variable clouds and scattered showers with thunder are forecast for the next few days.

Carter in Italy;



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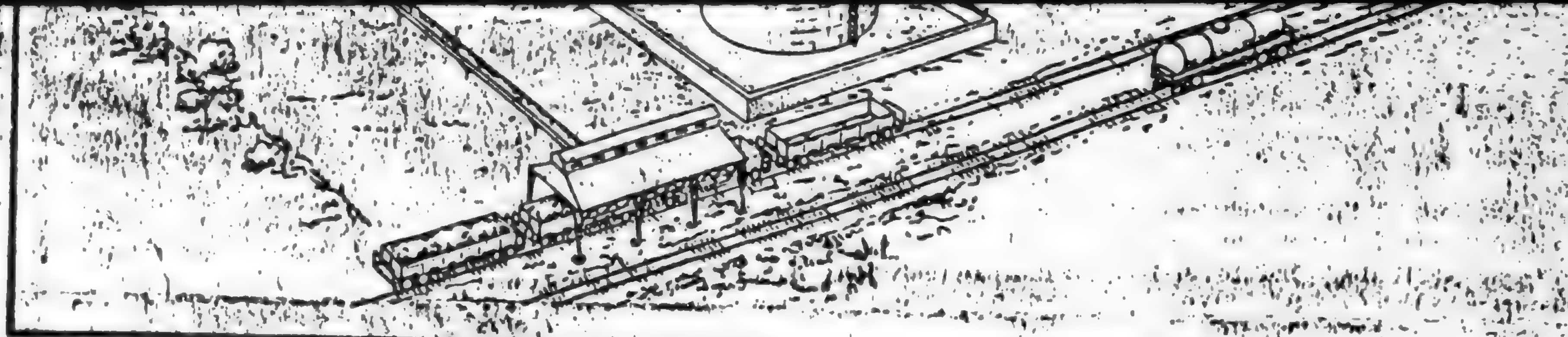

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1982 target date

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Continued on 2A

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day

Social Security picture painted more bleak

Carter in Italy, wins support for missile placement

ROME (AP) — President Carter to-
ay won a reiteration of Italy's sup-
ort for deploying middle-range Amer-
an nuclear weapons in Europe — a
an that threatens to pit the United
ates against West Germany.

Carter, who will discuss the subject
ith Chancellor Helmut Schmidt of
est Germany in Venice on Sunday,
sued a joint statement with Italian
rime Minister Francesco Cossiga
stating Italy's "active support" for
eploying the powerful missiles de-
gned to offset Soviet nuclear superi-
rity in Europe.

While American officials earlier had
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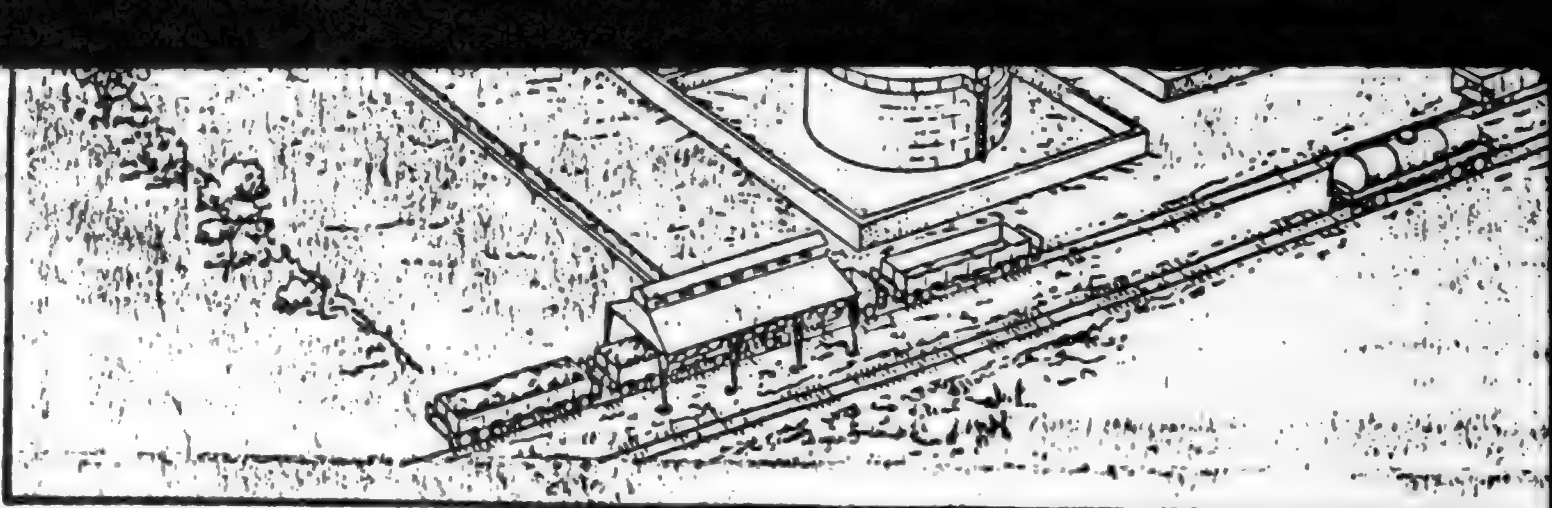

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However, an analyst for a senior citizens' group said the outlook for Social Security in the next few years may be even bleaker than the system's trustees indicated in their annual report to Congress on Thursday.

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And under adverse economic circumstances, the trustees said, the three funds together might not have enough money to pay benefits on time beginning in 1983.

Rep. J.J. Pickle, D-Texas, chairman of the House Ways and Means subcommittee on Social Security, said his panel is "concerned about the report, but the word should go out that there is nothing to be alarmed about."

"The Social Security program will continue, as it has for 40 years, to pay benefits on time," he vowed. "The report is the Congress' warning signal and the Congress will act."

Pickle said the subcommittee will meet next Thursday to consider the Carter administration's proposal to allow interfund borrowing and also to shift some of the payroll tax from the burgeoning disability fund to the old-age fund.

Pickle's optimistic outlook wasn't shared by James M. Hacking, assistant legislative counsel for the American Association of Retired Persons.

"The immediate future looks rather pessimistic," he said. "What is worse, after reviewing the assumptions the trustees made, their worst case might turn out to be optimistic."

Hacking said Congress should act this year to allow interfund borrowing, then move next year to pump some general tax dollars into Social Security to repair the damage done by high inflation and unemployment.

Under the worst of three possible economic scenarios, the trustees foresaw inflation rates of 16.6 percent this year, 13.7 percent in 1981 and 11 percent in 1982 before a drop to 9.8 percent in 1985. That outlook also included declines in the real gross national product of 1.7 percent this year and 1 percent in 1981, and unemployment of 7.4 percent this year, 9.1 percent in 1981 and 6.8 percent by 1985.

Larry Smedley, associate director of the AFL-CIO's department of Social Security, said, "I don't think the outlook is that gloomy." Unemployment may be higher this year than the trustees forecast, but that is likely to be offset by lower inflation, he said.

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Inside today

World

President Abolhas-an Bani-Sadr, fresh rom reshuffling the ranian military com-and, renewed the ewspaper war gainst his Islamic andamentalist foes. age 5A.

Nation

MINNEAPOLIS — a quiet reversal of alicy, the Carter administration has told U.S.-based multinational grain shippers they can sell foreign-grown grain to the Soviet Union. Page 4A.

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ATTACHMENT H

GENERATION OF EMPLOYMENT BY HIGHWAY CONSTRUCTION PROJECTS

During the period from March 1, 1975 to October 31, 1978 the Federal Highway Administration conducted a study to determine the employment generated by a special release of $2 Billion in Federal Aid Highway Funds. This report found that in Region 10, which includes Oregon, wages averaged 18.5% of the contract amount, on-site man hours per million dollars were 18,003, and the average on-site wage was $10.27. Using these data, each million dollars in contracts equals 11.25 man years of employment.

The current average wage in the construction industry in Oregon is $12.70 according to the Oregon Department of Labor. Assuming the same 18.5% of each contract being labor, each million dollars would require 14,567 man hours or 9.1 man years of employment.

In addition to the on-site employment generated, additional off-site support (or indirect) employment will be developed. This indirect employment will be approximately one-half man year for each man year of direct on-site employment.

For bond project totalling $100 million a total of 1,365 direct and indirect jobs will be generated over the life of the projects. This will produce approximately $24.5 million in wages to Oregonians and approximately $1.7 million revenue to the General Fund through the payment of income taxes by those employed in these projects.

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G.B.

1983 Port of Morrow Intchng. 9629
Sec., Columbia River Hwy.
(Pav., Grad., Struc., Sign.) #2

9629

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

JUL 24 1980

IN REPLY REFER TO:

HNG-11

The Honorable Glen Whallon
Chairman, House Interim Committee
on Transportation
Oregon House of Representatives
Salem, Oregon 97310

Dear Mr. Whallon:

This is in response to your letter of July 7, cosigned by State Senator Lenn L. Hannon, to former Federal Highway Administrator Karl S. Bowers, who left office earlier this year. The new Federal Highway Administrator is Mr. John S. Hassell, Jr. You enclosed a resolution adopted by the Legislative Committee on Trade and Economic Development and the House Interim Committee on Transportation in support of a proposed interchange on I-84 east of Boardman to serve the Port of Morrow.

Our regional officials in Portland returned the State's request to our Division Administrator in Salem, Mr. Glen L. Green, for additional information. Mr. Green is working with the Oregon Department of Transportation on the proposal. We expect the request to be forwarded to our Washington Headquarters for review when this work is completed. We will review the request at that time.

Thank you for taking the time to let us know of the support for this proposal. We are providing a similar reply to Senator Hannon.

Sincerely yours,

Steiner M. Silence
for
E. M. Wood
Chief, Federal-Aid Division

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Identical letter to:
The Honorable Lenn L. Hannon
Vice-Chairman
Legislative Committee on
Trade and Economic Development
Oregon Senate
Salem, Oregon 97310

MEMBERS:

SENATORS
LENN HANNON, XXXXXXXXX Vice Chairman
JASON D. BOE, PRESIDENT OF THE SENATE
RICHARD BULLOCK
DICK GROENER
KEN JERNSTEDT
MIKE RAGSDALE, ALTERNATE

PATRICIA K. MIDDELBURG
EXECUTIVE OFFICER

STATE OF OREGON
LEGISLATIVE COMMITTEE ON TRADE
AND ECONOMIC DEVELOPMENT
ROOM H197, STATE CAPITOL BUILDING
SALEM, OREGON 97310
(503) 378-8811

MEMBERS:

REPRESENTATIVES
MAE YIH, XXCHAIRMAN
BOB BROGOITTI
BILL MARKHAM
HARDY MYERS, SPEAKER OF THE
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MAX RIJKEN
JOSEPHINE H. SIMPSON
GLEN WHALLON, ALTERNATE

XXXXXXXXXXXXX
PHILLIP FELL
SENIOR LEGISLATIVE ASSISTANTS

CAROLE VAN ECK
TIA GRIDLEY
COMMITTEE ASSISTANTS

July 7, 1980

Mr. Karl Bowers
Federal Highway Administration
400 - 7th SW
Washington, D.C. 20590

Dear Mr. Bowers:

On behalf of the Legislative Committee on Trade and Economic Development and the House Interim Committee on Transporation, we are herewith transmitting a copy of a committee resolution, unanimously adopted by both committees on June 26, 1980.

The resolution urges the Federal Highway Administration to support and approve the application by the Port of Morrow, Oregon, and the City of Boardman, Oregon, for construction of a freeway interchange on Interstate 84, east of Boardman.

We would appreciate it if you would keep us informed of any developments on this matter. Thank you.

Sincerely,

Lenn L Hannon
Lenn Hannon
Vice-Chairman
Legislative Committee on
Trade and Economic Development

Glen Whallon
Glen Whallon
Chairman
House Interim Committee
on Transportation

LC 574
07/07/80 (44) (36)

COMMITTEE RESOLUTION

Whereas the development of transportation and the control of that development are essential to the economy of any area and to the safety and well being of the residents of that area; and

Whereas Oregon is one of the leading states in recognizing that the development of individual areas in a state have a substantial impact on the entire state; and

Whereas the City of Boardman, Oregon, and the Port of Morrow, Oregon, are faced with a transportation problem that is having an increasing impact on that area, its residents and ultimately on the State of Oregon; and

Whereas the transportation problem in the city and the port is being created by vehicle traffic that results from the increasing economic development of the area; and

Whereas substantial industrial and agricultural development in the area of the city and the port mean that the transportation problem will continue to increase; and

Whereas the amount of traffic that is generated within the City of Boardman as part of the transportation problem is beginning to create safety hazards for local residents, to create transportation difficulties for local residents and to have an adverse effect on the development of tourist uses of the area; and

Whereas difficulties with transportation of goods that occur because of the transportation problem may ultimately have an adverse impact on the economic growth of the area; and

Whereas the governing bodies of the City of Boardman and the Port of Morrow have taken steps to alleviate the transportation problems trying to establish a freeway interchange to the east of the city that would provide direct access to the port for industrial and agricultural traffic and remove the need for the industrial and agricultural traffic to use the City of Boardman as an access road; and

Whereas the interchange would help to substantially reduce the transportation problem by separating industrial and local traffic, by diverting industrial and agricultural traffic away from the main streets of the city, by increasing safety for local residents through an overall reduction of street traffic, by stopping traffic slowdowns that occur during peak traffic periods and by providing transportation routes that are part of an overall plan for the development of the area; and

Whereas the development of the interchange at the present is important because it will alleviate the transportation problem and because the planned development of the city and port area has reached a stage where the completion of the interchange is necessary in order to allow further development and to avoid creation of some temporary solution that might not be consistent with the overall plan for development in the area; and

Whereas the governing bodies of the city and the port have worked carefully on the creation of the freeway interchange for a number of years and, with help of representatives of the Federal Highway Administration, have considered and discarded alternatives and finally included the development of the interchange as part of the comprehensive land use plan for the city as that plan was approved by the Oregon Land Conservation and Development Commission; and

Whereas throughout the development and consideration of the plan for the interchange the officials of the city and port have been encouraged by representatives of the Federal Bureau of Public Roads and its successor the Federal Highway Administration and have been assured by the representatives that the interchange would be constructed; and

Whereas the interchange has the support of the governing bodies of the city, port, the County of Morrow and the East Central Oregon Association of Counties and the support of the Governor of the State of Oregon; and

Whereas the Port of Morrow Commissioners and the City of Boardman have made joint formal application to the Federal Highway Administration for creation of the freeway interchange; and

Whereas the importance of the interchange project to the development of the City of Boardman and the Port of Morrow and the State of Oregon emphasize the need for prompt consideration of the application by the Federal Highway Administration; now, therefore,

Be It Resolved by the Legislative Committee on Trade and Economic Development of the Oregon Legislative Assembly and the House Interim Committee on Transportation of the Oregon Legislative Assembly:

(1) The Legislative Committee on Trade and Economic Development and the House Interim Committee on Transportation support and approve of the application by the Port of Morrow, Oregon, and the City of Boardman, Oregon, for construction of the freeway interchange designated in the application by the city and the port to the Federal Highway Administration.

(2) The Federal Highway Administration is encouraged to promptly consider and approve the application for the interchange by the Port of Morrow and the City of Boardman and to assure that the project will be rapidly completed.

(3) A copy of the resolution shall be transmitted to the Federal Highway Administrator, to the Secretary of Transportation and to each member of the Oregon Congressional Delegation.

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring
Assistant State Highway Engineer

DATE: July 18, 1980

FROM: for Von Hemmert
W. L. Cranford
Urban Studies Supervisor

SUBJECT: Proposed Port of Morrow Interchange

I received a telephone call from the ECOAC Director at home Thursday evening. Also, I had a call from FHWA's Vern Cusack. The latest on the Port of Morrow Interchange is as follows:

> From Representative Ullman's office (Ann Warner and Ed Grosswater) the word is that the FHWA Staff is coming back to us asking for one last item of additional information, a matter not previously addressed. The word is that if this matter can be adequately responded to, the project "looks very good" and will move along quite well.
>
> The response is supposed to come direct to the State, presumably to the Governor. Perhaps it should be suggested that Fred Klaboe's staff should be alert for any communications and possibly suggest the same to the Governor's staff. If the issue is a technical matter or appropriate to our Unit you can expect prompt action.
>
> Vern Cusack's version is similar in most respects. Secretary Goldschmidt has not been satisfied so far with a written response to Governor Atiyeh and has held it up. Word from Washington is that the local FHWA is supposed to be actively working with us to resolve problems and work toward approval. Vern hears of the new undefined issue to be addressed also.
>
> Vern also hears that "somebody" wants to make an announcement about this Interchange at the Pendleton Round-Up, I think on September 16 through 19.

WLC:pf

cc: Fred Klaboe
Scott Coulter
Pat Schwartz
Florence Neavoll

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Materials
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THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

JUL 1 [illegible]

The Honorable Victor Atiyeh
Governor of Oregon
Salem, Oregon 97310

Dear Vic:

Thank you for your letter supporting Oregon's request for an additional I-84 interchange to serve the Port of Morrow.

The Federal Highway Administration's regional officials in Portland have reviewed the State's proposal and returned it to their Division Administrator in Salem, Mr. Glen L. Green, for further information. They asked Mr. Green to work with the Oregon Department of Transportation (DOT) on the proposal. Oregon DOT's proposal will then be resubmitted through regional officials to Washington Headquarters for review.

I know how important the Port of Morrow is and agree with you about the need for improved transportation. Thank you for letting me know your views on the proposed interchange.

Sincerely,

NEIL

Neil Goldschmidt

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Crawford

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FOR

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DOT DIRECTOR
JUL 22 '80
REFER TO
Coulter
FOR

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VICTOR ATIYEH
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

3:51

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ACTION
is assigned to
FHWA
CONTROL NO
429922
SIRS S-10

June 6, 1980

The Honorable Neil Goldschmidt
Secretary of Transportation
U.S. Department of Transportation
400 Seventh St., SW
Washington, D.C. 20590

I understand that the Portland Region office of the Federal Highway Administration is sending you documentation concerning the Highway Division's request for an additional I-84 interchange to serve the Port of Morrow.

You will recall that with construction of the John Day Dam the former site of the City of Boardman was inundated. Prior to construction of I-84 and the new city, local efforts were made to obtain more access to the freeway than the FHWA subsequently permitted. State and local agencies, as well as the Corps of Engineers and their planning consultant, all recognized the need for access due to the potential for industrial and deep-water port development.

Development in the Port of Morrow has far exceeded earlier estimates. In terms of land area, it is the second largest in the State. The food processing park is a $100,000,000 operation. In 1975 Morrow County had the eighth highest per capita income in the nation. In 1976 Morrow was second in the nation in potato production. I am sure you will agree that the production of food is important not only to the nation, but to the world.

Highway access to the Port is clearly inadequate. The constant flow of heavy trucks through the City of Boardman has a very negative impact on livability. A new interchange is essential for further Port development and to protect the environment of the people of the City of Boardman. Any other approach to the problem would be a "band-aid" approach.

I fully support a Port of Morrow interchange and ask for your favorable consideration.

Sincerely,

Victor Atiyeh
Governor

VA:vl

cc Senator Mark Hatfield
Senator Robert Packwood
Congressman Al Ullman
Congressman Robert Duncan
Congressman Les AuCoin
Congressman James Weaver
Judge Donald C. McElligott, Morrow County

GENERAL FILES

7.

STATE OF OREGON

INTEROFFICE MEMO

DEPT.

TELEPHONE

TO: D. H. Moehring, Assistant
State Highway Engineer

DATE: July 10, 1980

FROM: for William L. Cranford
Urban Studies Engineer
Della P. Young

SUBJECT: Port of Morrow Interchange

NOTED
H. S. COULTER

I understand from Larry Rulien that a letter to the Governor from Secretary Goldschmidt on this subject is anticipated.

A week ago I called Glen Green and he had a phone call from someone in Washington advising that some communication was coming, but didn't know details. This varies slightly from what I understood from Larry.

I called Vern Cusack today and his view was the same as Glen's. I told Vern I would be off a couple days and to please call you direct if anything developed.

Also, I talked to ECOAC Director Tony Barnhart. Representative Ullman communicated with the Secretary two days ago concerning the proposed interchange. A press release is going out today. Tony called Ullman's and Senator Hatfield's staffs and they are trying to trace down any communication that may be on the way.

I will try to stay on top of this.

WLC:dpy

cc Scott Coulter
Pat Schwartz

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Form FHWA 121 (8/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: City of Boardman - Port of Morrow: New I-84 Access Addendum (Your ltrs, 12-3-79 and 4-24-80)

Date: June 12, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HPO-OR/711.11

To: Mr. H. S. Coulter, State Highway Engineer

NOTED
H. S. COULTER

The Federal Highway Administration's Region 10 Office has reviewed your request for an additional interchange at Boardman and has concurred in our finding that an additional interchange is not warranted.

Minor modifications to the existing interchange ramps and crossroad should provide adequate capacity and safe operation for some time in the future. This section of Interstate 84 is considered complete.

Given their authority to act on these matters, the Region Office is not forwarding your request to our Washington, D.C. Office for action. However, a copy of your submission and their memorandum of refusal has been forwarded to the headquarters Office of Engineering (HNG-11) for information.

W. V. Avery
for G. L. Green

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orm FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison St.
Portland, Oregon 97204

DATE: June 6, 1980

In reply refer to: HED-010.4

UBJECT: Oregon I-84, Boardman
Request for Additional Interchange
Your May 23, 1980 memoranum with attachments

ROM : Director, Office of Environment and Design
Region 10

O : Mr. Glen L. Green
Division Administrator
Salem, Oregon

We have reviewed the State's request for an additional interchange at Boardman along with your memorandum, and we concur with your finding not to favorably support their request.

The State's submission does not provide adequate supporting information showing a definite need to warrant an additional interchange. Minor modifications to the existing interchange ramps and crossroad should provide adequate capacity and safe operation for some time in the future. This section of I-84 is considered complete as there is no indication that another interchange was considered for a later stage of development in the early planning for this section of the Interstate.

Given the authority of this office to act on these matters, we are not forwarding this request to the Washington Office for action as requested by the State. However, a copy of this memorandum along with the State's submission is being forwarded to the Office of Engineering (HNG-11) for their information.

Roger K. Scott
Roger K. Scott

cc: Washington Office (HNG-11)

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UNIT

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WM. L. CRANFORD

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VICTOR ATIYEH
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

May 30, 1980

E. S. Toadvin, Manager
Port of Morrow
PO Box 200
Boardman, OR 97818

I am familiar with the Port of Morrow request for a second interchange at Boardman. I support this request and will do what I can to get Federal approval to construct it.

I am advised that the Department of Transportation application for the interchange has been processed through the Oregon Division Office of the Federal Highway Administration. It is now in the Region 10 office of FHWA. Ultimate approval or denial of the application will be made by their Washington, D.C., office.

I will be watching the progress of this application and will offer my support at the appropriate time.

Sincerely,

Victor Atiyeh
Governor

VA:vl

bc: Highway

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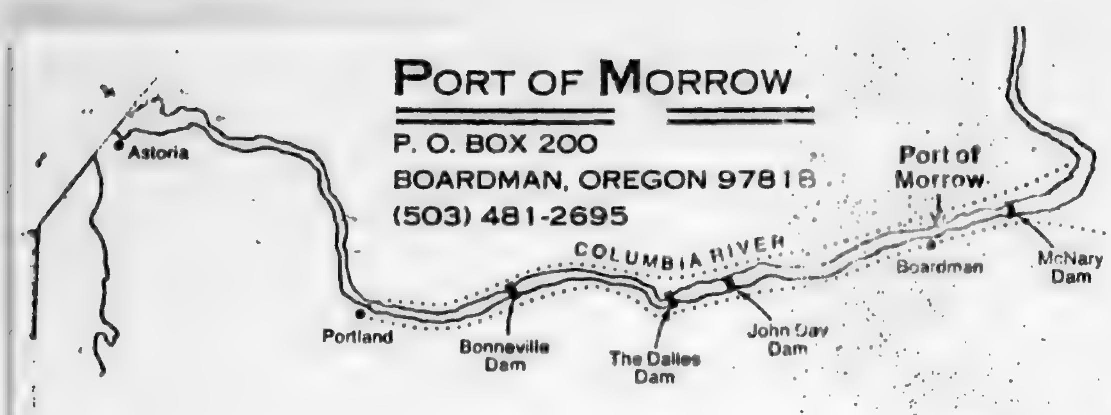
FOR
Info Inves R/O D/R Sign Act File

6/2
cc Schwartz

PORT OF MORROW
P. O. BOX 200
BOARDMAN, OREGON 97818
(503) 481-2695



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Hwy

May 16, 1980

Please prepare a response
for the Governor's signature
5-28
Thank you.

The Honorable Victor Atiyeh
Governor, State of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor Atiyeh:

The Port of Morrow is vitally interested in accomplishing the approval of the request for an additional interchange to serve the rapidly growing industrial port area.

The request has been made through the Oregon Department of Transportation and has to date not received approval by the Federal Highway Administration. The Oregon Department of Transportation through Mr. Klaboe and others has unquestionably approved the request and asked that it be transmitted to the Secretary of Transportation. We are unable at this time to determine if this has been done.

We request that you lend your support and approval to this project. It is energy and cost efficient as well as increasing the safety of the citizens and school children in the City of Boardman. The project has the support of the City of Boardman, the Morrow County Court, the East Central Oregon Association of Counties, and many other governmental and Civic Organizations in the area.

Very truly yours,

PORT OF MORROW

E.S. Toad

E. S. Toadvin
Manager

cc: ECOAC
City of Boardman
Morrow County Court

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PROJECT MANAGEMENT OFFICE MEMO

① Moehring: cc to Coulter?
② Te beau
③ Delia: File

Date May 29 '80

Access

Subject Port of Morrow (Boardman) New I-84 File No. ____

Received [✓ (call)] (visit) from Buddy Toadvin, Mgr. Port of Morrow

Address Boardman

Made [✓ (call)] (visit) to Returned his 5/23 call Phone 481-2695

Reason for contact and general discussion: Buddy wanted to know status of Interchange request. I told him local FHWA had forwarded to their Region (Portland) with unfavorable recommendation. In response to a question I said I did not know what would happen next. He said he thought OSHD & everybody local had done all they could to convince FHWA and maybe now was the time to call in the political forces. I said that what ever action was to be taken should be done soon. Also, that I'd done all that I could think of.

Signature Bill Crawford

NOTED
WM. L. CRANFORD

File ( ) ( ) ( ) (x) (S) ( ) ( ) ( )
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Morrow County Court

DOT

Morrow County Courthouse
Heppner, Oregon 97836
(503) 676-9233

DONALD C. McELLIGOTT, County Judge
Ione, Oregon
WARREN H. McCOY, Commissioner
Irrigon, Oregon
DOROTHY KREBS, Commissioner
Ione, Oregon

May 23, 1980

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2 1980

The Honorable Victor G. Atiyeh
State Capitol Building
Salem, OR 97310

Please prepare a response
for the Governor's signature
by 6-5
Thank you.

PLEASE RETURN
ORIGINAL LETTER

Dear Sir:

We of the Morrow County Court would like you to support the request of Port of Morrow to the Federal Highway Administration for an interchange east of Boardman on I-84.

A discussion of need for a second interchange was begun as early as 1965. In July of 1977 a concerted effort was begun to secure access to the Port. December, 1979, the Oregon DOT published its report and requested permission from Federal Highway Administration to build the interchange. FHA refused and ODT answered their objections in January. On February 28th, at an informal meeting, the FHA raised additional concerns to the State. These were answered on April 24th of this year by Mr. Coulter the State Highway Engineer.

Presently, we feel that without your intercession we are at a dead end for present and probably future funding. We will very much appreciate any help that you can give us.

Sincerely,

Donald C. McElligott, Judge
MORROW COUNTY COURT

DCM:ag

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. KLABUE

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DATE: April 24, 1980

TO: Mr. Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: City of Boardman-Port of Morrow:
New I-84 Access Addendum

Attached is a report entitled City of Boardman-Port of Morrow: New I-84 Access Addendum. The report presents new and supplementary information to that included with my December 3, 1979, and February 13, 1980, requests for:

1. Permission to construct a new I-84 Interchange to serve the Port of Morrow.

2. Interstate financing for the interchange.

This new report responds directly to issues raised by your staff at an informal February 28, 1980, meeting with members of my Urban Studies Unit. I am informed that my staff has reviewed the calculations and analysis and can find no significant errors. I concur with the conclusion that a new interchange to serve the Port of Morrow is the only practical solution to the traffic problems in the City of Boardman. Also, that the additional access, long requested by local residents and officials, is necessary to the economic growth of the $100 million local investment in the Port of Morrow.

It is my hope that we have supplied all information that you need to forward the request to the Secretary of Transportation with a favorable recommendation.

Attachment

cc: G. W. Peck, Mayor, City of Boardman
E. S. Toadvin, Manager, Port of Morrow
Donald C. McElligott, Judge, Morrow County
Mayor Foster A. Odom, Chairman, ECOAC, Pendleton
Tony Barnhart, Director, ECOAC

WLC:dpy jh

bc: F. B. Klaboe
D. H. Moehring
W. E. Schwartz (w/attachment)
Bill Cranford

STATE OF OREGON **INTEROFFICE MEMO**

DEPT. TELEPHONE

NOTED
H. S. COULTER

TO: H. S. Coulter
State Highway Engineer

DATE: April 1, 1980

FROM: William L. Cranford Bill
Urban Studies Engineer

SUBJECT: City of Boardman-Port of Morrow: New I-84 Access Addendum

Attached is a copy of the subject report. This is our third submission and I believe you will want to know some of the happenings related to our efforts to obtain this interchange.

Before starting this work and during the course of the work, my staff and I held several informal conferences with the local FHWA staff on how to best present the case. The early talks with the FHWA planning people indicated that permission to construct the interchange would almost certainly be granted or supported by the local office, but that Interstate financing would be denied. Later on, our contacts were mainly with Glenn Hossner and Vern Cusack. Their views were substantially different, and negative to the project.

After our second submission, I was asked to meet and explain certain technical matters. The meeting took place on February 28, 1980, at the FHWA. When I walked into the room, I was greeted with these words, "Why don't you ask for an interchange you can get". The FHWA staff was quite critical of our work and our credibility was questioned. As fast as we could explain one point, two or three more issues were raised. The attached report is, I hope, a dispassionate response.

It is my opinion that the local FHWA administrative staff has long had their minds made up against the interchange and nothing we can say or do is likely to bring about a change. I believe they are looking for reasons to turn us down, instead of reasons to support the project.

There are two other points that I think you should know. First, a telephone call from Tony Barnhart, Director of the Eastern Central Oregon Association of Counties claims that our submissions are not getting through to the Secretary of Transportation. Tony says that what little information is leaving Oregon is being filed away in Washington, D.C., without getting to the Secretary.

Second, I reviewed the FHWA files back as far as 1958. There is a clear record of the locals, the Corps of Engineers, CH_2M (consultants hired

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81-125-1387

by the Corps to plan the new City of Boardman) and OSHD trying to obtain additional access for the city and the port. The Corps, CH_2M and locals all correctly forecasted more access needs and the future importance of the port. The FHWA (then BPR) took a very strong position for a single access point, even though opposed by the Corps and others.

The OSHD position at first backed local requests for more access as outlined above, but in the early 60's began to take the BPR position. At one point, we wrote to the BPR saying we would deny local requests for more access and asked the BPR to back us up.

Reading the files, I get a strong impression that BPR representatives told the locals different stories at different times. It appears the locals were lead to believe they would get more access when needed. However, there is a BPR Memo To The Files describing a meeting in Portland (written after the meeting) where the writer claims he made it clear that additional access would not be forthcoming. The current FHWA staff are pointing to this memo as rebuttal to local claims of the promise of more access.

I believe it is possible or even likely that the fact that we concurrently asked for new access and Interstate financing is detrimental to obtaining permission for the interchange. It may be more acceptable to the local office to take each step separately. Accordingly, I have prepared two suggested drafts. One asks for the dual approval again. The other asks for access and suggests settling the financing later.

WLC:dpy

Attachments

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
Project Management Branch
Urban Studies Unit

CITY OF BOARDMAN-PORT OF MORROW: NEW I-84 ACCESS ADDENDUM

Background

On December 3, 1979, the Highway Division applied to the Federal Highway Administration for:

1. Permission to construct a new I-84 interchange to serve the Port of Morrow.
2. Interstate financing for the interchange.

The local FHWA Division Office replied on December 19, 1979, denying both requests.

New information became available directly relating to the points and issues cited in the FHWA denial. This information was summarized in a February 12, 1980 report entitled City of Boardman-Port of Morrow: New I-84 Access. This report was submitted to the FHWA on February 13, 1980.

At the request of the FHWA, an informal meeting was held February 28, 1980, between FHWA and Urban Studies Unit personnel. The purpose was to discuss technical aspects of the previous reports. The FHWA expressed concern over six points or issues and asked for additional information and analysis.

This report responds to the concerns raised by the FHWA.

Summary and Conclusions

The Urban Studies Unit's conclusions from this current analysis and previous submissions are as follows:

1. Additional access to the Port of Morrow is needed and warranted. A review of Highway Division and FHWA correspondence files seem to indicate that local officials and residents, the U.S. Corps of Engineers, the consultant hired by the Corps to design the new city, the Port of Morrow and the State all realized the need for additional access. These entities requested and pressed for additional access long before construction of I-84 began. The Bureau of Public Roads (now FHWA) appears to have overruled all other agencies and granted only a single access.
2. Only an additional interchange will meet the local needs for additional access and local goals for economic development.
3. The benefit-cost ratio for an additional interchange is as good or better than any other alternative.
4. The second best alternative (Alternate 3, a frontage road) would require a Section 4f determination.
5. Because Alternate 1 (a new interchange) is a reasonable and prudent alternative to Alternate 3, the elimination of Alternate 3 from further consideration is justified by existing environmental conditions.

Issue 1

> *The "common points" between the various alternate routes were not clearly described in the previous submissions. The explanation of this technical matter at the February 28, 1980 meeting may have been difficult to understand. It was agreed that a map showing new common points and a revised table of mileages would be helpful.*

Map 1 shows the alternates studied and the points between which the route distances were scaled. These new points were selected to conform with FHWA wishes. However, these points result in slightly longer route distances, which causes driving costs and benefit-cost ratios to rise and be a little more supportive of the State's position than before.

It should be noted that it was agreed at the February 28, 1980 meeting that Alternate 2 (a frontage road from the Boardman Interchange to the Port of Morrow) was no longer practical because of new construction activity. Accordingly, Alternate 2 has been eliminated from further consideration by mutual agreement.

Table 1 shows the scaled mileages between the points as shown by Map 1.

Issue 2

> *There was FHWA concern that an error had been made in assigning new traffic from the east (log trucks) and the west (vegetable trucks).*

It would not be correct to say an error was made. The situation is as follows: The 1978 traffic forecasted for the first report was generated from origin-destination survey data and rounded. Rounding was to the nearest 50 for volumes over 1000 and to the nearest 10 for volumes under 1000. The 1980 traffic of the second report was merely 1978 traffic factored to 1980. The second report states on Page 2 that the forecasts were an update of the first forecasts.

The above method is generally considered an acceptable process. The differences between using this method and the alternative of adding the actual new traffic are so slight as to be insignificant. However, forecasts in this latest report have been readjusted to comply with FHWA wishes. The volumes involved are 20 vehicles per day or less, which is only about one percent of the daily traffic in and out of the Port of Morrow in 1980.

Issue 3

> *The FHWA staff believes that the City cannot prevent heavy trucks to and from the west from using the Boardman Interchange and going through town. It was requested that all west-oriented heavy truck traffic be reassigned through the Boardman Interchange.*

Traffic assignments shown by Maps 2 through 11 comply with FHWA wishes on this issue and also for Issue 2. It will be noted that map numbering is of necessity different from the earlier reports.

Whether or not the City can develop policies that will remove Port of Morrow heavy truck traffic from most or all city streets remains to be seen. Certainly, Alternate 1 offers the best opportunity to do this in a reasonable manner. In the benefit-cost ratio analysis to follow it will be noted that both situations are explored: Port truck traffic from the west through the city and the same traffic by alternate route not through the city.

Issue 4

> *The FWHA staff thought that elimination of Alternate 3 (an east frontage road) for environmental reasons was not proper. They asked that Alternate 3 be put back into the analysis and the appropriate data be updated. The FHWA staff opinion seems to be that a frontage road constructed through the Oregon State Wildlife Management Area would not violate the U.S. DOT Act of 1966 (Section 4f).*

This report responds to FHWA staff wishes. The analysis for Alternate 3 was updated. It will be noted later that this did not materially change the outcome or conclusions from the analysis.

However, it is the position of Region 5, the Environmental Section and the Urban Studies Unit that a Section 4f situation does exist with respect to the State Wildlife Management Area and that the decision to eliminate Alternate 3 was based on fact and was appropriate. Alternate 1 is a reasonable and prudent alternative to the frontage road.

Attached are letters from the Environmental Section and the Oregon State Department of Fish and Wildlife to support the above statements.

It should be noted that the Wildlife Management Area is subject to extensive flooding.

Issue 5

> *The FHWA staff noted that the second ODOT report and submission "turned the situation around". The FHWA asked that a careful review of calculations be made, because in effect, the second report eliminated the previous FHWA conclusion that a more cost-effective alternative to a new interchange existed.*

The Urban Studies Unit made a complete review of previous reports and all files, including the FHWA correspondence file. No calculation errors were discovered. This is not to say that the possibility of error doesn't still exist; the high volume of calculations leads to the conclusion that at least some error is possible.

However, the application of previously successful methods of checks and review indicate that the new information did indeed turn the situation around. Alternate 1, a new interchange, is correctly shown to be as good or better than any other alternate from a benefit-cost standpoint. The Coyote Springs Wildlife Management Area is a major factor in the new information; construction costs could be even higher than the estimates shown due to periodic flooding in the area. The existance and importance of this facility was not known to the Urban Studies Unit until brought to attention by local residents, after publication of the first report.

Table 2A shows revised annual operating costs between common points as shown by Map 1. It will be noted that the lowest annual operating costs are for Alternate 1. Port of Morrow heavy truck traffic to and from the west are routed through the city only on the "No Build" alternative.

Table 2B shows similar data, except that trucks to and from the west are routed through the Boardman Interchange and the city. It will be noted that the annual operating costs are again lowest for Alternate 1.

Table 3 shows the prototype cost estimates for the three remaining "Build" Alternatives. The FHWA staff expressed concern that the interchange estimate may be low. Although the costs estimates shown are the best available a prototype estimate implies a wide tolerance range. However, there are equal chances that the other estimates would be low or high as all estimates are at the same level of precision. Alternate 3 in particular, might be low due to the extensive flooding problem that only came to light through the March 11, 1980 letter (copy attached) from the Department of Fish and Wildlife.

Tables 4A and 4B show benefit cost ratios for the three remaining "Build" Alternatives. Table 4A reflects truck traffic to and from the west not being routed through the city. Table 4B shows the results when heavy truck traffic to and from the west is routed through the city.

The City desires to remove the port through truck traffic from the city streets insofar as is reasonable and possible. Table 4A shows benefit-cost ratios as if the City is completely successful. Because of the longer distances involved, Alternate 1 is the most cost effective.

Table 4B shows benefit costs ratios as if the City is completely unsuccessful in rerouting port through trucks to and from the west. In this case, Alternate 3 is shown with a slightly better benefit-cost ratio.

It is probable that the City's goals in rerouting west-oriented port through trucks will be somewhere between full success and total failure. Thus, it seems reasonable to assume that the benefit-cost ratios for the two alternatives are roughly equal, with perhaps a slight edge to Alternate 1, the interchange, as there is a greater difference between benefit-cost ratios for Alternates 1 and 3 on Table 4A, than on Table 4B.

Issue 6

> *The FHWA staff questioned statements that Boardman Interchange traffic was at times backing out on to the mainline of I-84. Pictures or other documentation was requested.*

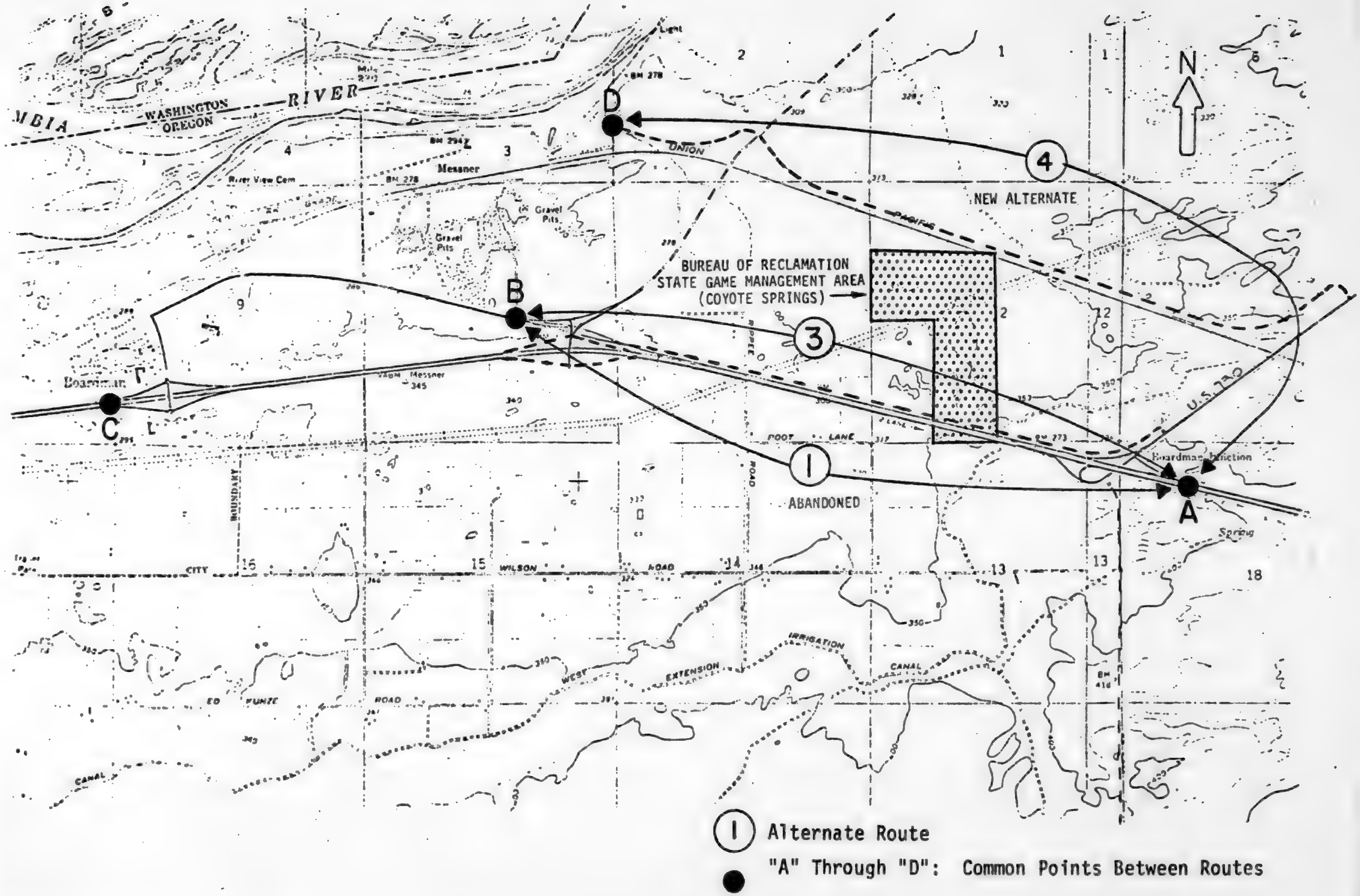
Local officials and residents have reported such backups to Urban Studies Unit personnel many times. Reports are that such backups are frequent and common during summer and fall, not just an occasional occurence. A mainline backup was observed on one occasion by the writer of this report when visiting the City of Boardman. W. H. Tebeau, Operations Planning Engineer reports that he has seen backups on the mainline when he travels the area in early fall. The attached letter from the Region 5 Planning Representative also supports these statements. At this time of the year (March) it is not likely that photographic documentation can be obtained.

It has been the FHWA position that the Boardman Interchange has adequate capacity for both city and Port of Morrow traffic. However, when mainline backups are actually occurring, or are close to occurring with any regularity (not just an occasional situation) it is evidence that for whatever reason, the interchange capacity is not adequate. The March 26, 1980 and March 27, 1980 letters from the City of Boardman shed additional light on this issue.

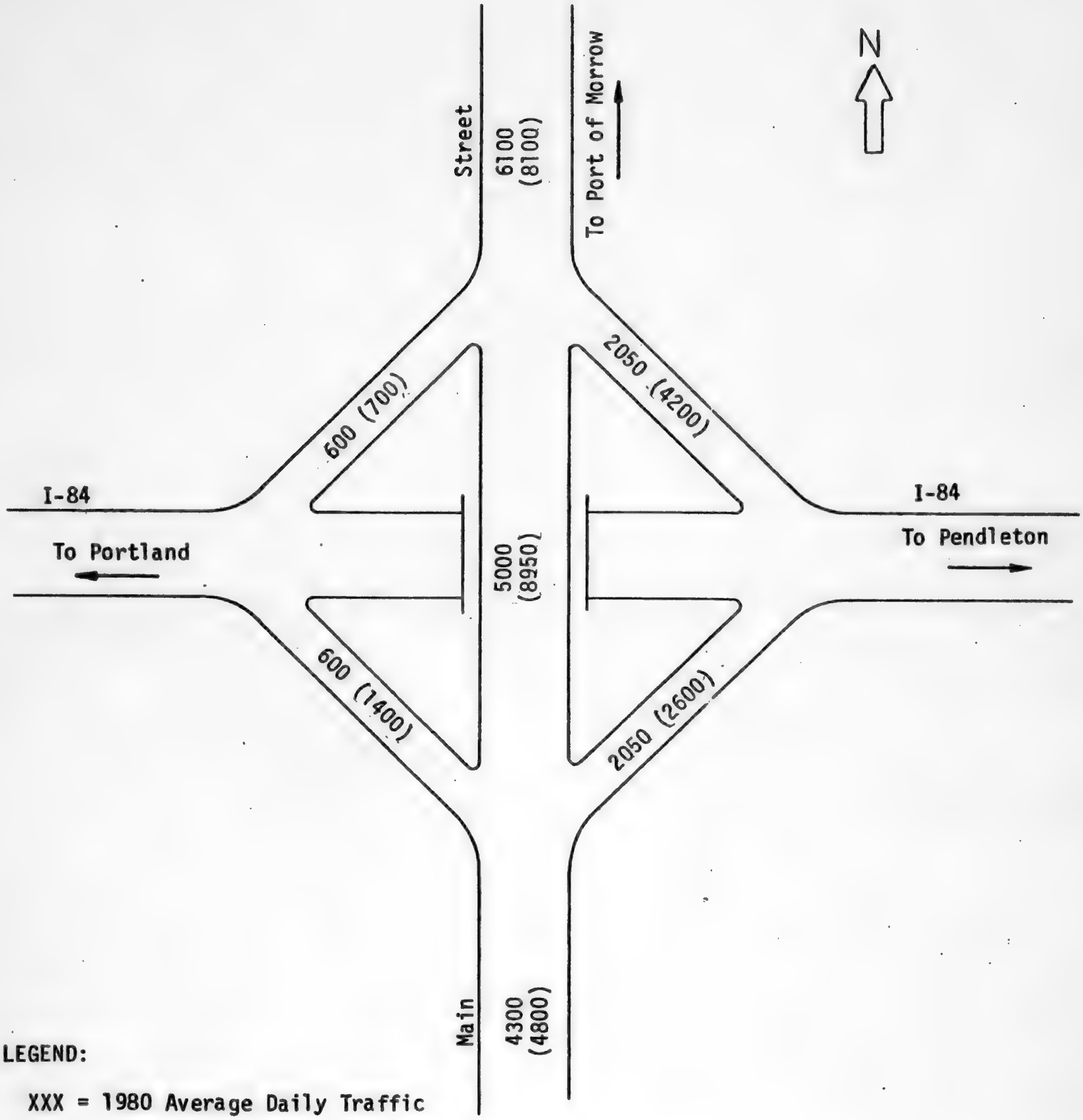
William L. Cranford
April 1, 1980

MAP 1

PROPOSED PORT OF MORROW
Alternate I-84 Accesses


N
A
B
C
D
①
③
④
NEW ALTERNATE
ABANDONED
BUREAU OF RECLAMATION
STATE GAME MANAGEMENT AREA
(COYOTE SPRINGS)
WASHINGTON
OREGON
RIVER
UNION
PACIFIC
U.S. 730
Boardman
Boardman Junction
Messner
River View Cem
Gravel Pits
FOOT LANE
RIPPEE ROAD
CITY
WILSON ROAD
BOUNDARY
WEST EXTENSION IRRIGATION CANAL
ED FUNZE ROAD
CANAL
Spring
① Alternate Route
● "A" Through "D": Common Points Between Routes

MAP 2
BOARDMAN INTERCHANGE EXISTING CONDITIONS
1980 Volumes


N
Street
6100
(8100)
To Port of Morrow
600 (700)
2050 (4200)
I-84
To Portland
I-84
To Pendleton
5000
(8950)
600 (1400)
2050 (2600)
Main
4300
(4800)

LEGEND:

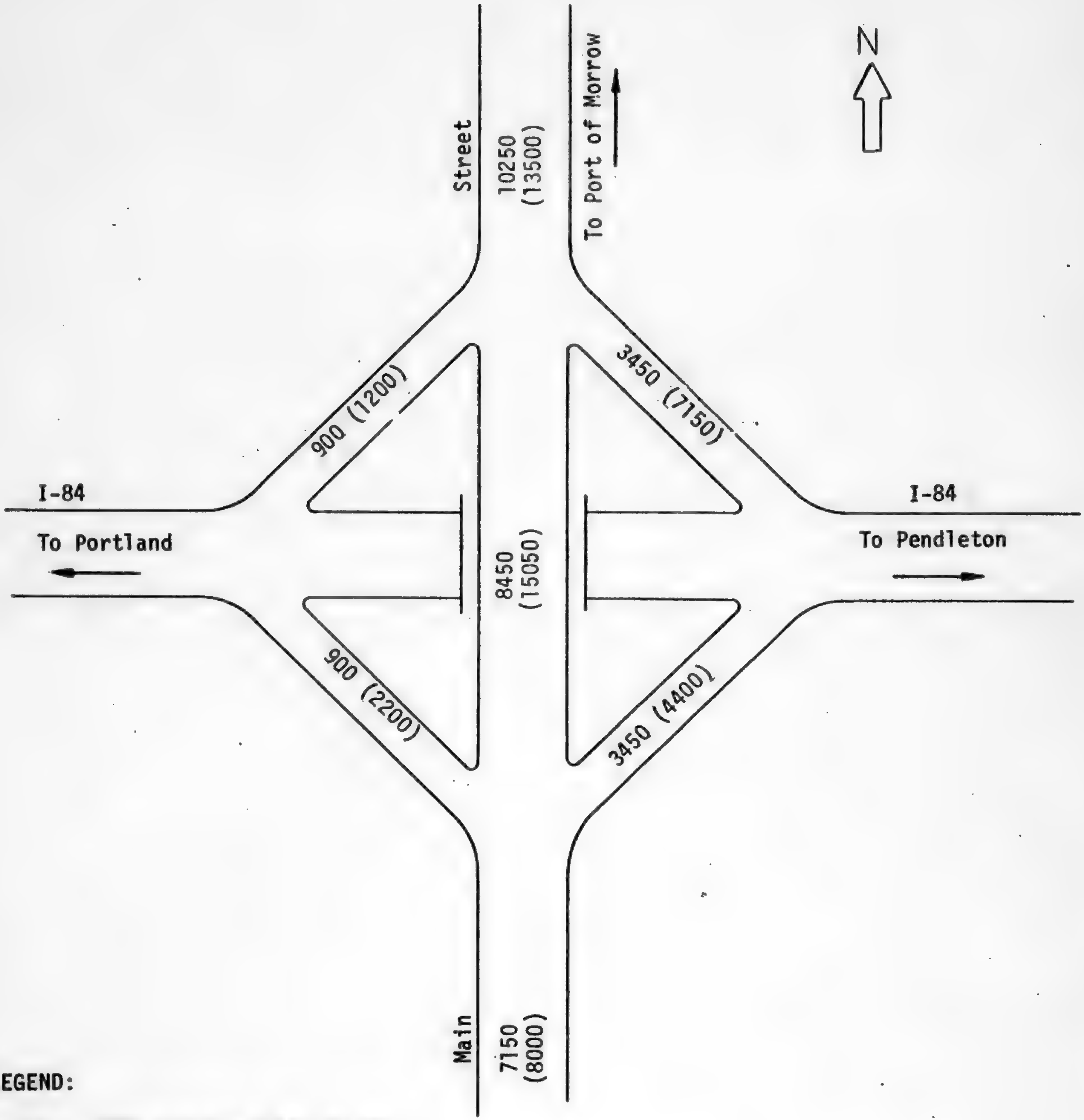
XXX = 1980 Average Daily Traffic

(XXX) = 1980 Passenger Car Equivalent

MAP 3

BOARDMAN INTERCHANGE "NO BUILD" OPTION (EXISTING ROAD SYSTEM)

1990 Volumes


N
Street
10250
(13500)
To Port of Morrow
900 (1200)
3450 (7150)
I-84
To Portland
I-84
To Pendleton
8450
(15050)
900 (2200)
3450 (4400)
Main
7150
(8000)

LEGEND:

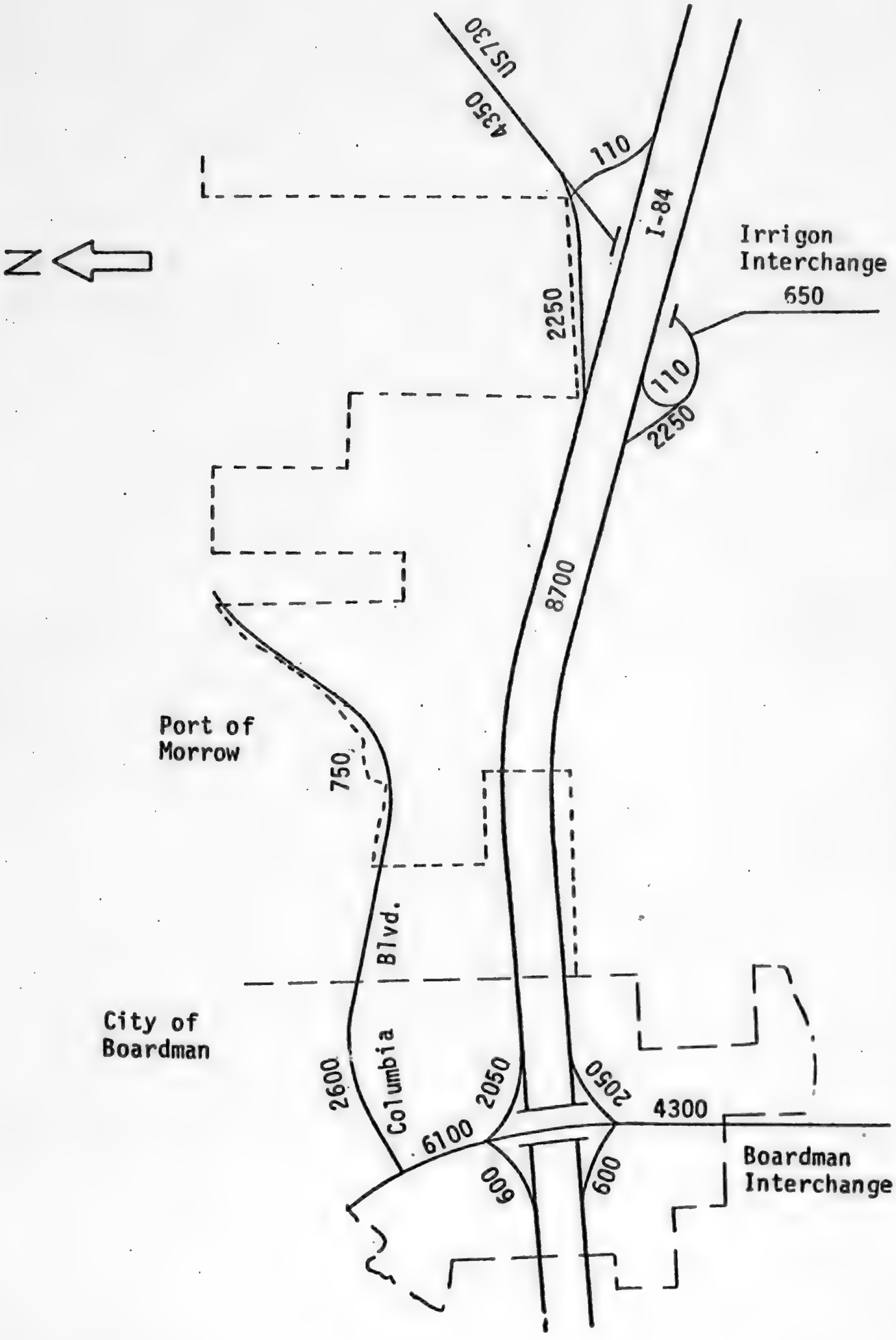
XXX = 1990 Average Daily Traffic

(XXX) = 1990 Passenger Car Equivalent

MAP 4

EXISTING CONDITIONS

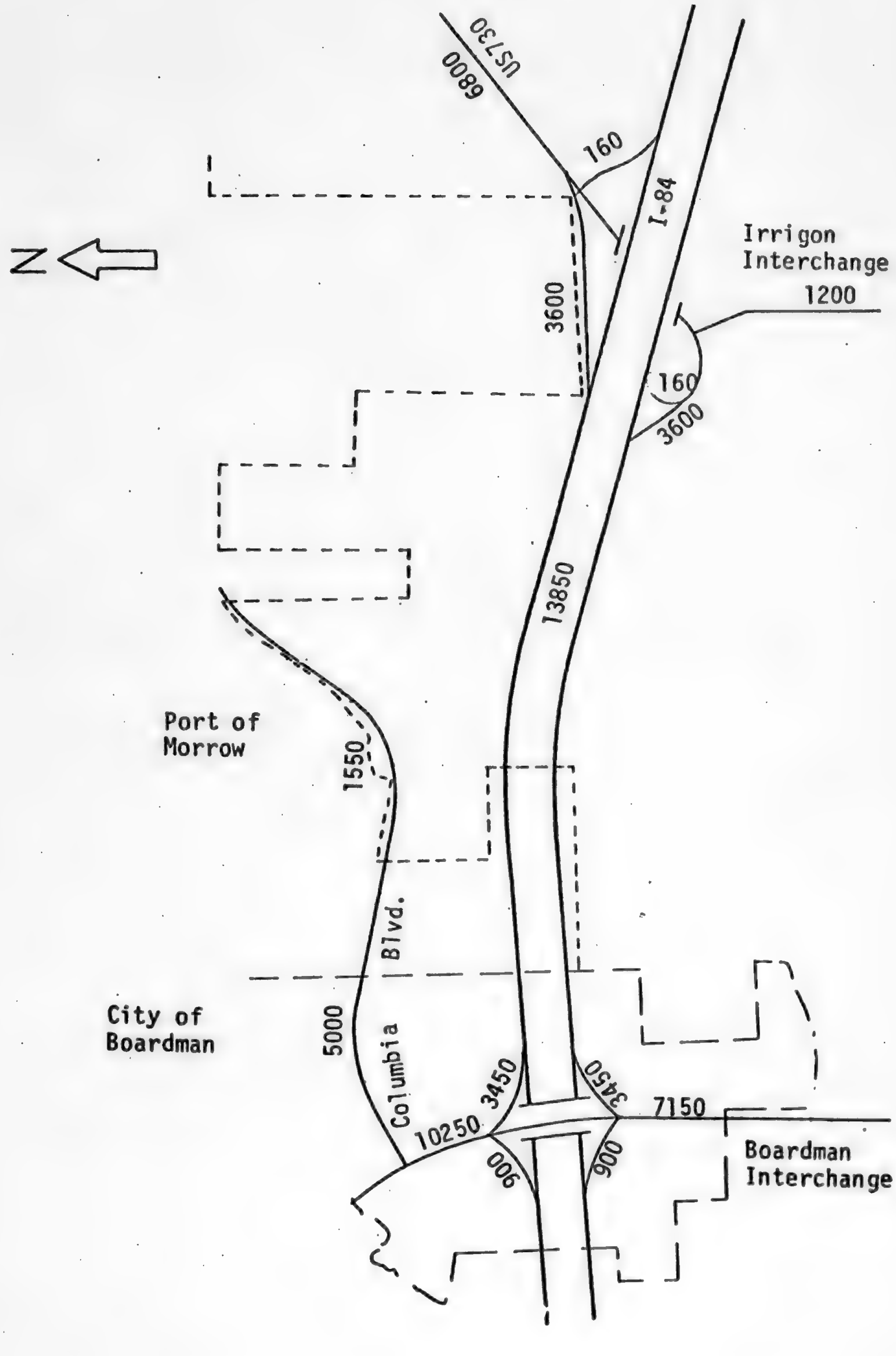
1980 AVERAGE WEEKDAY PEAK SEASON TRAFFIC


US730
4350
110
I-84
N
Irrigon
Interchange
650
2250
110
2250
8700
Port of
Morrow
750
Blvd.
City of
Boardman
Columbia
2600
2050
2050
4300
6100
600
600
Boardman
Interchange

MAP 5

"NO BUILD" OPTION (EXISTING ROAD SYSTEM)

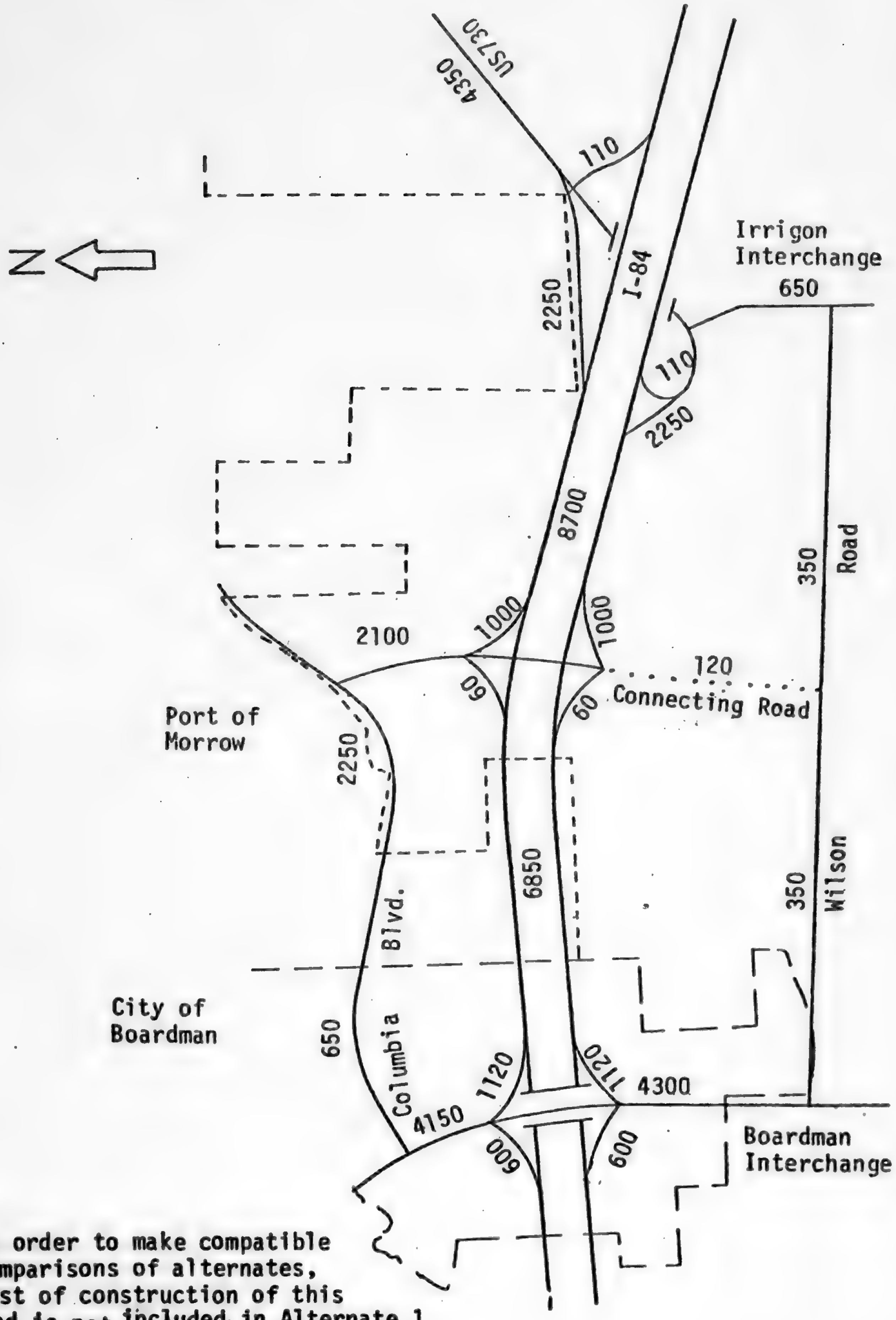
1990 AVERAGE WEEKDAY PEAK SEASON TRAFFIC


US730
6800
160
I-84
N
Irrigon Interchange
1200
3600
160
3600
13850
Port of Morrow
1550
Blvd.
City of Boardman
5000
Columbia
3450
3450
7150
10250
900
900
Boardman Interchange

MAP 6

ALTERNATE 1 (PROPOSED INTERCHANGE)

1980 AVERAGE WEEKDAY PEAK SEASON TRAFFIC


US730
4350
110
N
Irrigon
Interchange
650
I-84
2250
110
2250
8700
350
Road
2100
1000
1000
120
60
60
Connecting Road
Port of
Morrow
2250
6850
350
Wilson
Blvd.
City of
Boardman
650
Columbia
1120
1120
4300
4150
600
600
Boardman
Interchange

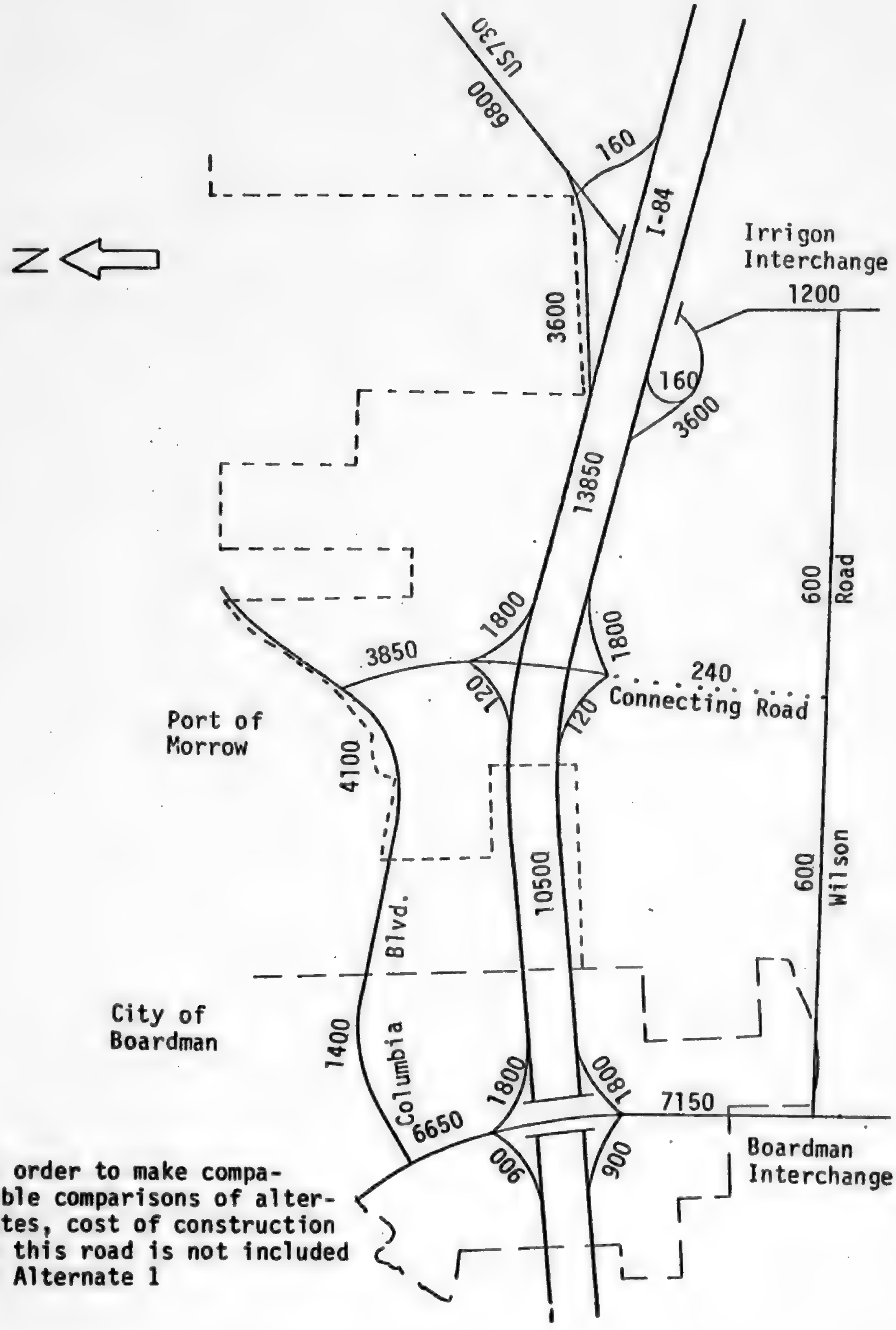
LEGEND:

. . . In order to make compatible comparisons of alternates, cost of construction of this road is not included in Alternate 1

MAP 7

ALTERNATE 1 (PROPOSED INTERCHANGE)

1990 AVERAGE WEEKDAY PEAK SEASON TRAFFIC


N
US730
6800
160
I-84
Irrigon
Interchange
1200
3600
160
3600
13850
1800
3850
1800
240
Connecting Road
120
120
600
Road
Port of
Morrow
4100
10500
Blvd.
600
Wilson
City of
Boardman
1400
Columbia
1800
1800
7150
6650
900
900
Boardman
Interchange

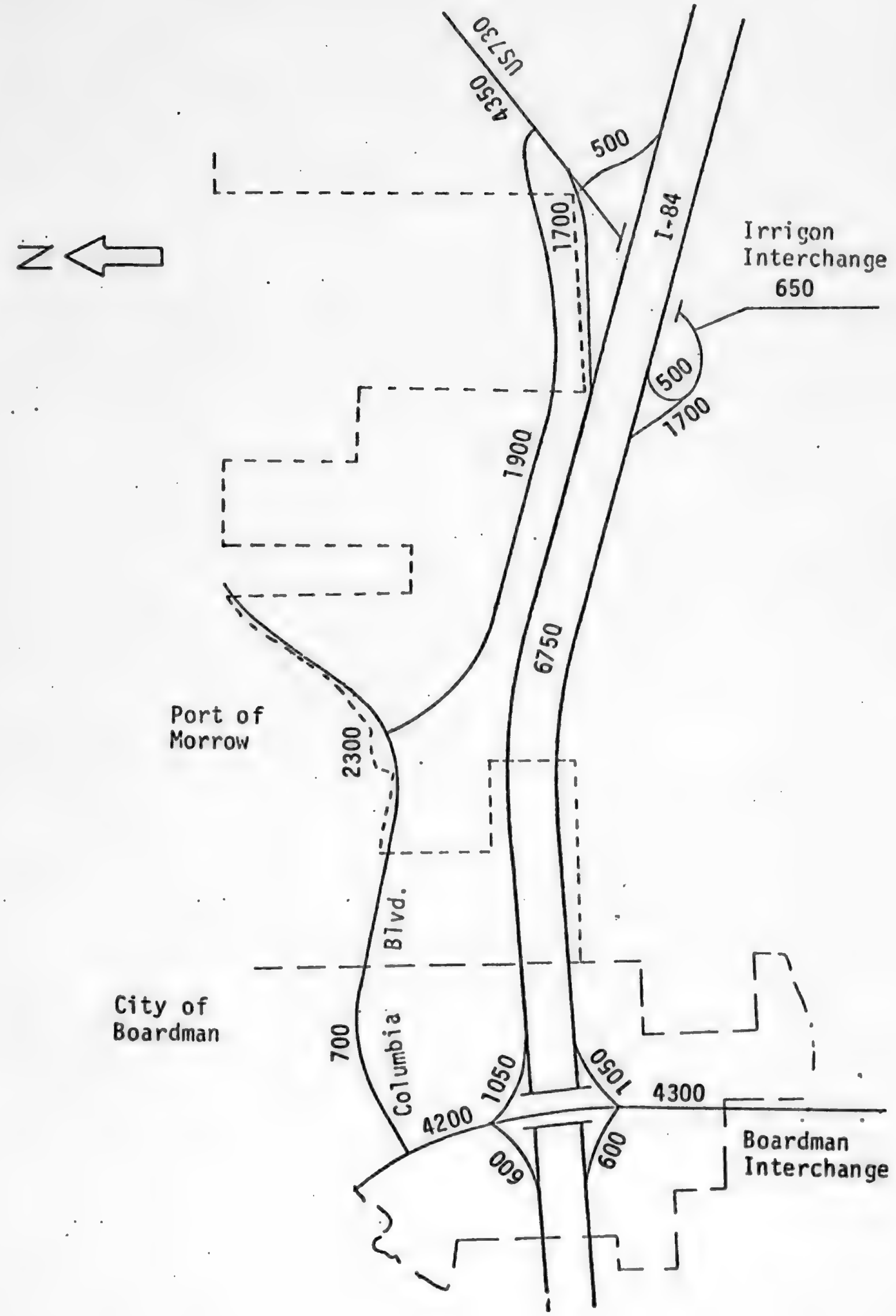
LEGEND:

. . . In order to make compatible comparisons of alternates, cost of construction of this road is not included in Alternate 1

MAP 8

ALTERNATE 3

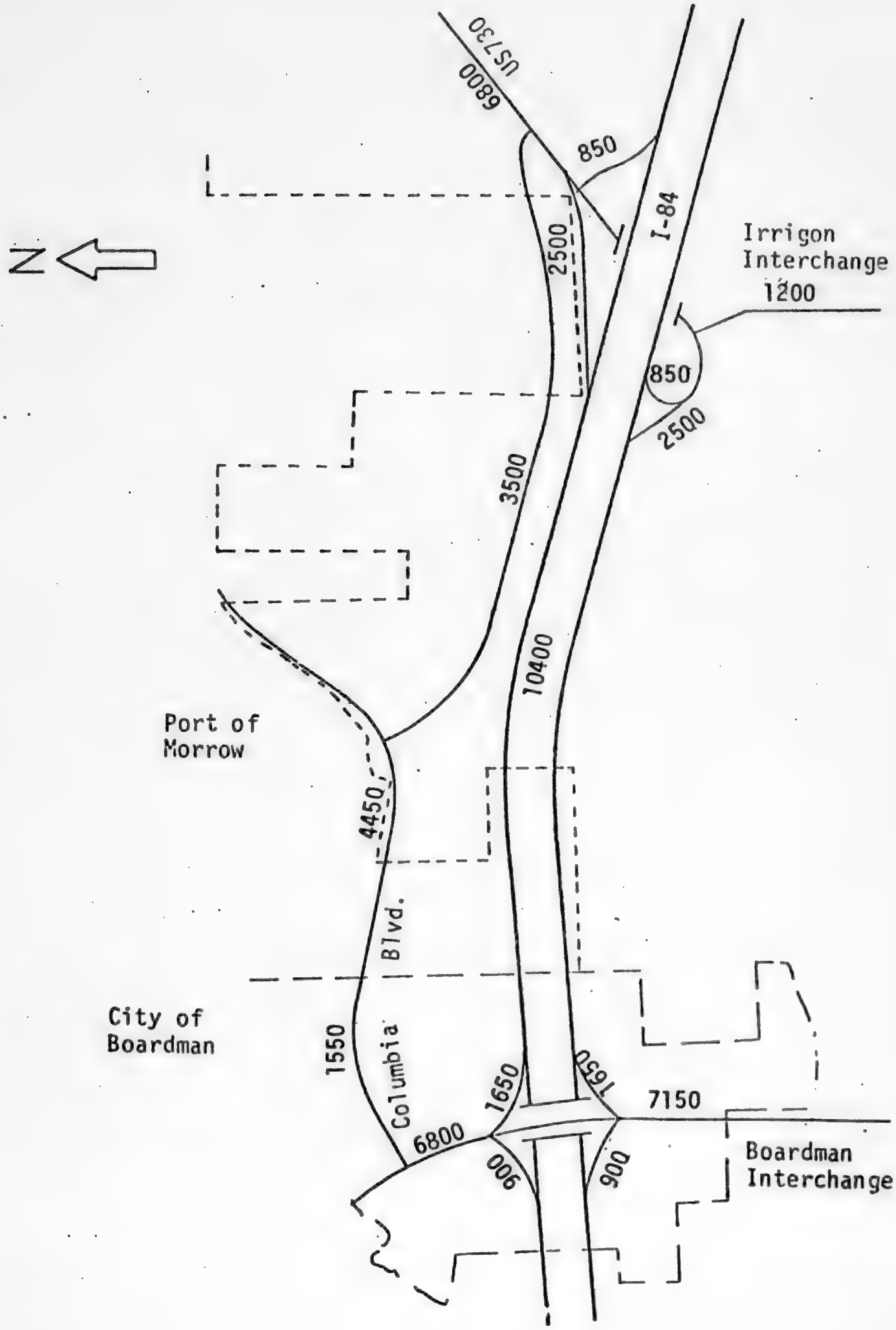
1980 AVERAGE WEEKDAY PEAK SEASON TRAFFIC


US730
4350
500
1700
N
I-84
Irrigon
Interchange
650
500
1700
1900
6750
Port of
Morrow
2300
Blvd.
City of
Boardman
700
Columbia
1050
1050
4300
4200
600
600
Boardman
Interchange

MAP 9

ALTERNATE 3

1990 AVERAGE WEEKDAY PEAK SEASON TRAFFIC

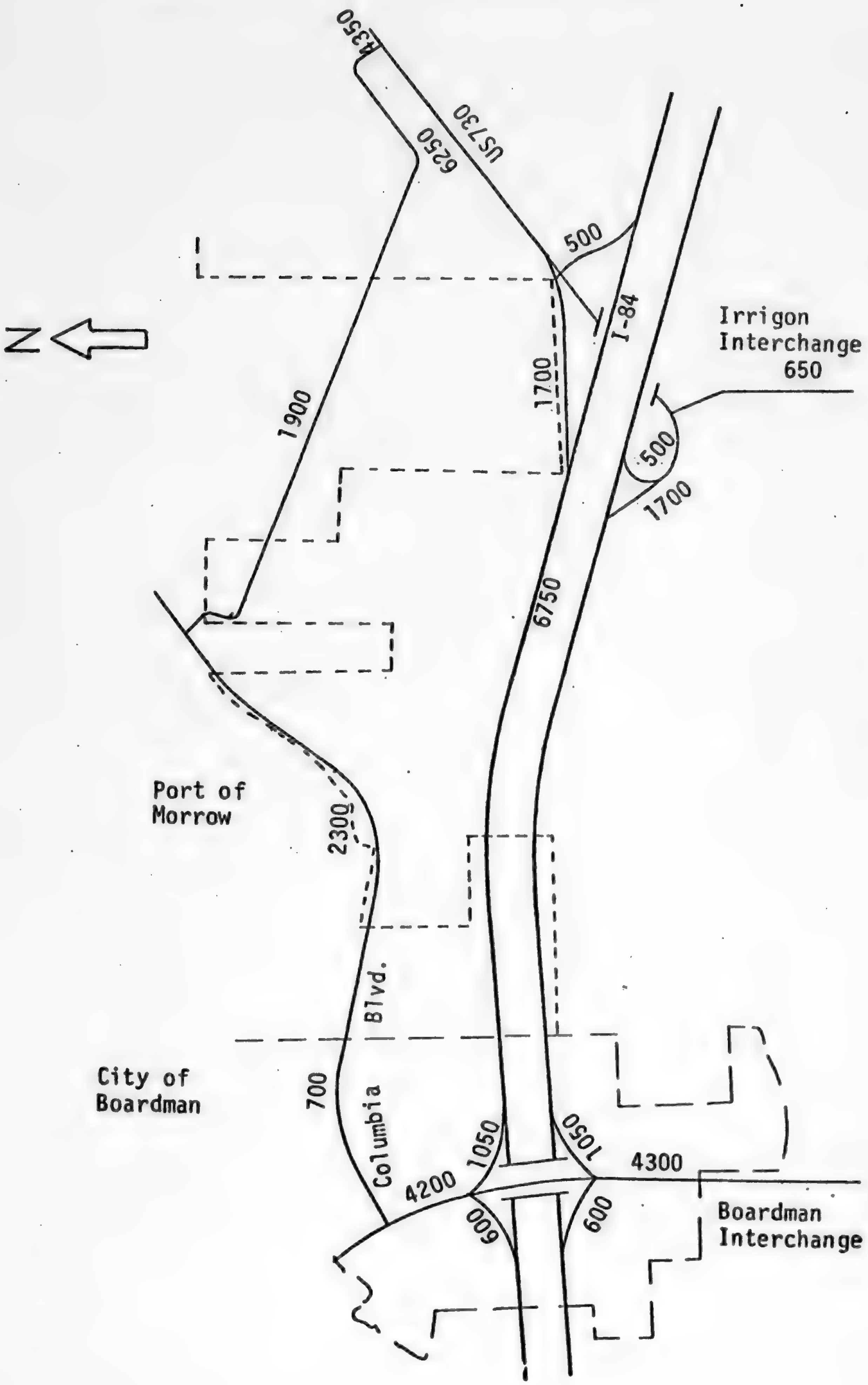


US730
6800
850
N
2500
I-84
Irrigon
Interchange
1200
850
2500
3500
10400
Port of
Morrow
4450
Blvd.
City of
Boardman
1550
Columbia
1650
1650
7150
6800
900
900
Boardman
Interchange

MAP 10

ALTERNATE 4 (NEW ROAD FROM EAST)

1980 AVERAGE WEEKDAY PEAK SEASON TRAFFIC

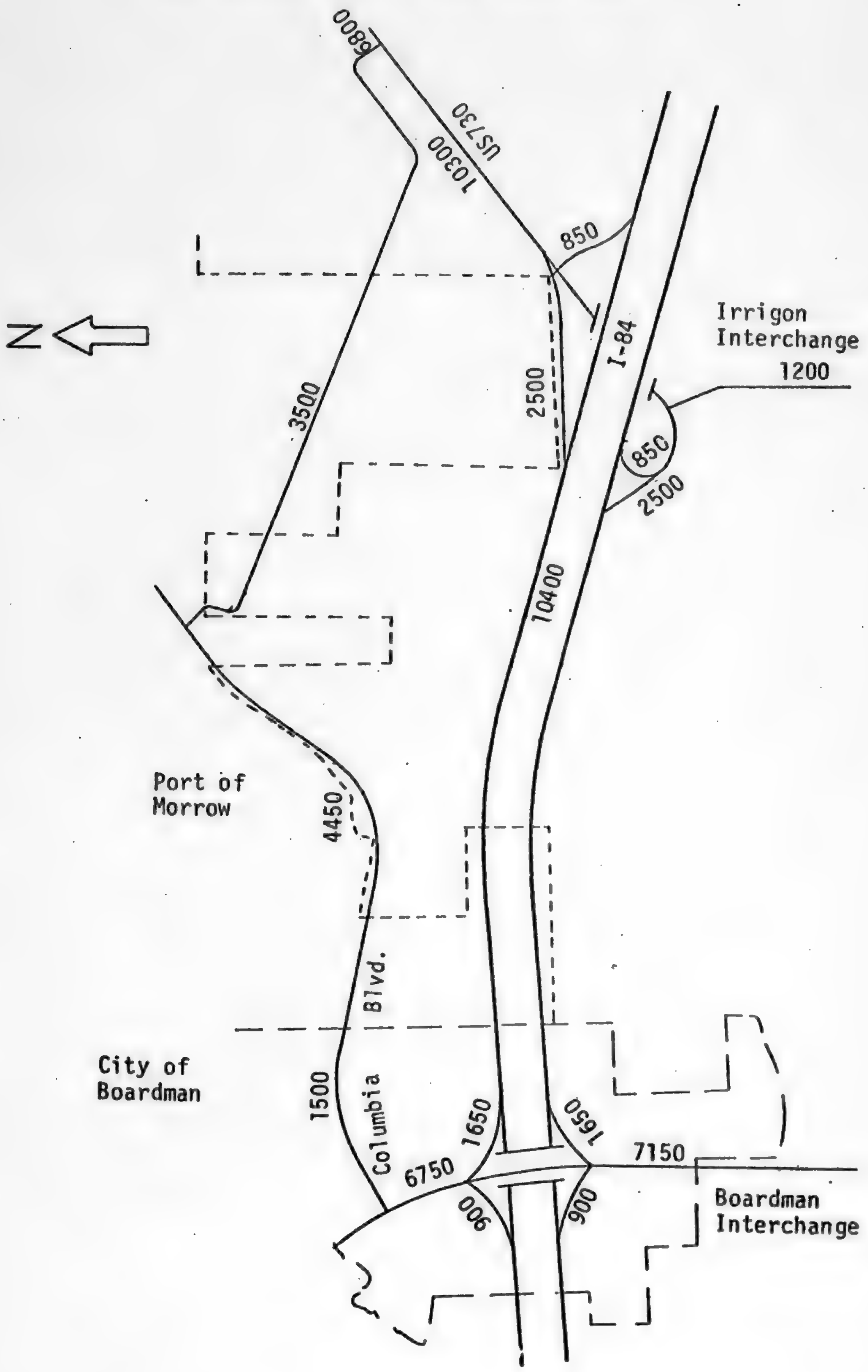


4350
US730
6250
500
N
I-84
Irrigon
Interchange
650
1700
1900
500
1700
6750
Port of
Morrow
2300
Blvd.
City of
Boardman
700
Columbia
1050
1050
4300
4200
600
600
Boardman
Interchange

MAP 11

ALTERNATE 4 (NEW ROAD FROM EAST)

1990 AVERAGE WEEKDAY PEAK SEASON TRAFFIC



6800
US730
10300
850
N
Irrigon
Interchange
1200
I-84
3500
2500
850
2500
10400
Port of
Morrow
4450
Blvd.
City of
Boardman
1500
Columbia
1650
1650
7150
6750
900
900
Boardman
Interchange

TABLE 1

ALTERNATE ROUTE MILEAGES
(Scaled)
(Use This Table With Map 1)

Alternate	Route Termini		
	A To B	C To B	A To D (Logs)
	(Distance in Miles)		
No Build (Existing Road System)1/	6.05	2.15	7.69
1 - New Port of Morrow Interchange2/	2.86	2.44	4.20
2 - West Frontage Rd. (Eliminated)	-	-	-
3 - New Frontage Rd. Boardering I-5 to East2/	3.27	6.78	4.72
4 - New East Rd., Irrigon Inter. to US7302/	5.5	9.11	4.95

1/Distance between common points through the city.

2/Distance between common points not through city.

TABLE 2A

ANNUAL OPERATING COSTS
For Traffic To & From The Port of Morrow That Would Be Affected By Alternate Routes

ALTERNATES	Heavy Trucks	Rock Prod. Trucks	Light Vehicles	TOTALS
No Build (Existing Road System)				
High	$2,264,600	$266,000	$560,300	$3,090,900
Low	$ 916,200	$165,400	$301,800	$1,383,400
1: New Interchange[1]				
High	$1,170,600	$131,500	$191,400	$1,493,500
Low	$ 488,300	$ 82,900	$103,000	$ 674,200
3: New Frontage Road East[1]				
High	$1,498,800	$172,100	$212,600	$1,883,500
Low	$ 631,100	$108,500	$114,500	$ 854,100
4: New East Road, Irrigon Interchange to old US730[1]				
High	$2,372,800	$284,800	$357,600	$3,015,200
Low	$ 950,200	$179,700	$192,700	$1,322,600

[1] Trucks to and from the west are not routed through the Boardman Interchange and through the city.

TABLE 2B

ANNUAL OPERATING COSTS
For Traffic To & From The Port of Morrow That Would Be Affected By Alternate Routes

ALTERNATES	Heavy Trucks	Rock Prod. Trucks	Light Vehicles	TOTALS
No Build (Existing Road System)				
High	$2,268,400	$266,000	$560,300	$3,090,900
Low	$ 916,200	$165,400	$301,800	$1,383,400
1: New Interchange[1]				
High	$1,159,000	$130,900	$191,400	$1,481,300
Low	$ 481,300	$ 82,500	$103,000	$ 666,800
3: New Frontage Road East[1]				
High	$1,312,900	$162,700	$212,600	$1,688,200
Low	$ 519,500	$102,800	$114,500	$ 736,800
4: New East Road, Irrigon Interchange to Old US730[1]				
High	$2,093,300	$270,600	$357,600	$2,721,500
Low	$ 782,500	$171,100	$192,700	$1,146,300

---

[1] Trucks to and from the west are routed through the Boardman Interchange and through the city.

TABLE 3

CONSTRUCTION AND RIGHT-OF-WAY COSTS
(Prototype Cost Estimate)

ALTERNATES	Construction	Right-of-Way	TOTAL
1: New Interchange	$2,200,000	$19,000	$2,219,000[1]
3: New East Frontage Road	$1,750,000	$57,000	$1,807,000
4: New East Road Irrigon Interchange to old US730	$2,000,000	$57,000	$2,057,000

[1] The cost of a possible connecting road to Wilson Road is $564,200. This cost is not included in Alternate 1 as traffic volumes are so low that the road is not essential to satisfactory access to the Port of Morrow.

TABLE 4A

COSTS SUMMARY

For Traffic To and From The Port of Morrow That Would Be Affected By Alternate Routes

ALTERNATES	Annual Veh.[1] Opr. Savings	Prototype Const. Cost Estimate	Annual Cost to[2] Repay Const. Cost	Benefit-Cost Ratio
1:[3]				
High	$1,597,400	$2,219,000	$226,005	7.07
Low	$ 709,200			3.14
3:[3]				
High	$1,207,400	$1,807,000	$184,043	6.56
Low	$ 529,300			2.88
4:[3]				
High	$ 75,700	$2,057,000	$209,505	0.36
Low	$ 60,800			0.29

---

[1] As compared to the No Build Option.

[2] Project Capital Recovery Factor (0.10185) for 20 years at eight percent.

[3] Trucks to and from the west are not routed through the Boardman Interchange and through the city.

TABLE 4B

COSTS SUMMARY

For Traffic To and From The Port of Morrow That Would Be Affected By Alternate Routes

ALTERNATES	Annual Veh.1/ Opr. Savings	Prototype Const. Cost Estimate	Annual Cost to2/ Repay Const. Cost	Benefit-Cost Ratio
1:3/				
High	$1,609,600	$2,219,000	$226,005	7.12
Low	$ 716,600			3.17
3:3/				
High	$1,402,700	$1,807,000	$184,043	7.62
Low	$ 646,400			3.51
4:3/				
High	$ 369,400	$2,057,000	$209,505	1.76
Low	$ 237,100			1.13

1/As compared to the No Build Option.

2/Project Capital Recovery Factor (0.10185) for 20 years at eight percent.

3/Trucks to and from the west are not routed through the Boardman Interchange and through the city.

STATE OF OREGON INTEROFFICE MEMO

TO: William L. Cranford
Urban Studies Engineer

DATE: March 28, 1980

FROM: George Strawn George Strawn
Region 5 Planning Representative

SUBJECT: Traffic Conditions at the Existing Boardman Interchange

I, as well as others who work here in Region 5 Office (La Grande), have witnessed traffic backed out onto the freeway on both the eastbound and westbound exits. This traffic congestion occurs during the summer and early fall months, and is associated with potato harvest, shift change at the Carty Construction Site and tourist season.

GS/dt

cc: Kathleen Carter

RECEIVED
APR 1 1980
URBAN STUDIES UNIT

NOTED
WM. L CRANFORD

1-125-1387

March 27, 1980

To: City Manager Jim Thompson
From: Director of Public Safety
Re: Off-ramp traffic - Exit 164 & I80-N

Mr. Thompson:

Addressing your question as to whether I have seen traffic backed down onto the freeway at the Boardman Interchange.

I can not recall every having seen traffic backed up to the point that vehicles actually had to remain on the freeway and wait to exit.

However, I have seen vehicles in a double line part way down the off-ramp from the stop sign where the east bound ramp intersects with Main Street, and a single line of vehicles backed up to the freeway.

I have also seen the situation where if a truck and trailer combination would have to enter the exit ramp at that time the rig may not be able to fully clear the freeway shoulder strip.

RECEIVED
MAR 31 1980
URBAN STUDIES UNIT

Respectfully,

R. L. McKinley

R. L. McKinley
Director of Public Safety
Boardman, Oregon 97818

NOTED
WM. L CRANFORD

NOTED
Mel Makin

PROJECT MANAGEMENT BRANCH
SHE ☐ STE ☐
[✓ PLE ☐] RE ☐ PRE ☐
MAR 31 1980
REFERRED TO
FOR
FILE: PM FA LG.

City of Boardman

TOWN SQUARE
BOARDMAN, OREGON 97818
TELEPHONE (503) 481-9252

March 26, 1980

State Highway Division
Urban Studies Division
Transportation Building
Salem, Oregon 97310

Attention: Bill Cranford

Bill:

We in Boardman are still very concerned about the volumes of truck and car traffic that is going over the overpass at Boardman.

We are now informed by Port of Morrow officials that additional heavy traffic will be forthcoming due to the Port being considered for log handling and shipping facilities, plus the advent of additional farm traffic.

We would like to advise you that the city will be considering alternative methods to try and make our streets safe.

These methods will include street lights, additional radar control and quite possibly load limits on North Main Street.

We hope that the State Highway Division is persisting in attempts to gain this very badly needed overpass to the Port area as additional growth makes our city center traffic problem more dangerous by the month.

Thank you.

NOTED
WM. L. CRANFORD

Sincerely,

Jim Thompson

Jim Thompson
City Administrator

NOTED
Mel Makin

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

March 17, 1980

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

Gary

SUBJECT: Boardman Interchange

TO: Bill Cranford
Urban Studies Engineer
Project Management

Based upon our conversations and the March 11, 1980, letter from the Department of Fish and Wildlife, it is my opinion that a 4(f) Determination would be needed to construct a highway route through the Coyote Springs Wildlife Area. Such a route then must meet two tests: (1) there are no reasonable and prudent alternatives, and (2) all planning to minimize harm must be accomplished.

Let me know if you need additional information.

GAP:lb

RECEIVED
MAR 18 1980
URBAN STUDIES UNIT

NOTED
WM. L. CRANFORD

1859

VICTOR ATIYEH
GOVERNOR

Department of Fish and Wildlife
REGION IV—NORTHEAST OREGON
RT. 2, BOX 2283, LA GRANDE, OREGON 97850 PHONE 963-2138

RECEIVED
MAR 14 1980
URBAN STUDIES UNIT

March 11, 1980

William Cranford
Urban Studies Engineer
Rm 206, Project Mgt. Branch
OR Dept. Transportation
Salem OR 97310

Dear Mr. Cranford:

Norm Hinges informed me by telephone today that there are plans to construct a highway through the Coyote Springs Wildlife Area. This highway would service the Morrow County Port District. This is the first that I was made aware of these plans. I will take the opportunity to comment.

The land referred to as the Coyote Springs Wildlife Area is a 160 acre parcel owned by the Water and Power Resource Service (Bureau of Reclamation). On June 9, 1975 an agreement was signed between the Service and the Oregon Department of Fish and Wildlife to manage this area for the betterment of wildlife. The term of the agreement is 25 years.

The WPRS purchased this land for a ponding area for irrigation waste water accumulating within the West Extension Irrigation District. Water is dumped into this area periodically during the spring and early summer and again at the close of the irrigation season. Water depths will vary on the area from a few inches to two feet.

With the aid of this water a good riparian zone has been established and excellent habitat has been developed for birds. There are over 30 species using the area. Two species of special concern, the longbilled curlew and the burrowing owl, use the area. Any loss of this island of habitat would have a damaging effect on their population numbers. As more surrounding private land is developed habitat is lost and this Coyote Springs Wildlife Area will become even more critical in future years.

NOTED
WM. L CRANFORD

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
[✓ PLE ☐] RE ☐ PRE ☐
MAR 18 1980
REFERRED TO ____________
FOR ____________
FILE: PM FA LG.

Most private landowners restrict public access but this public area provides over 720 man-days recreation each year through hunting, bird watching, and wild fruit picking. This use will grow.

A highway across this area would result in a loss to the entire wildlife resource and the public recreation. As described to me, a highway across the south end of the area would remove most of the riparian vegetation, and the vehicle disturbance would adversely influence wildlife use on much of the remaining flooded area. Hunting would not be possible on the remaining area.

I would be happy to explore this area with you to explain my concerns if you so desire.

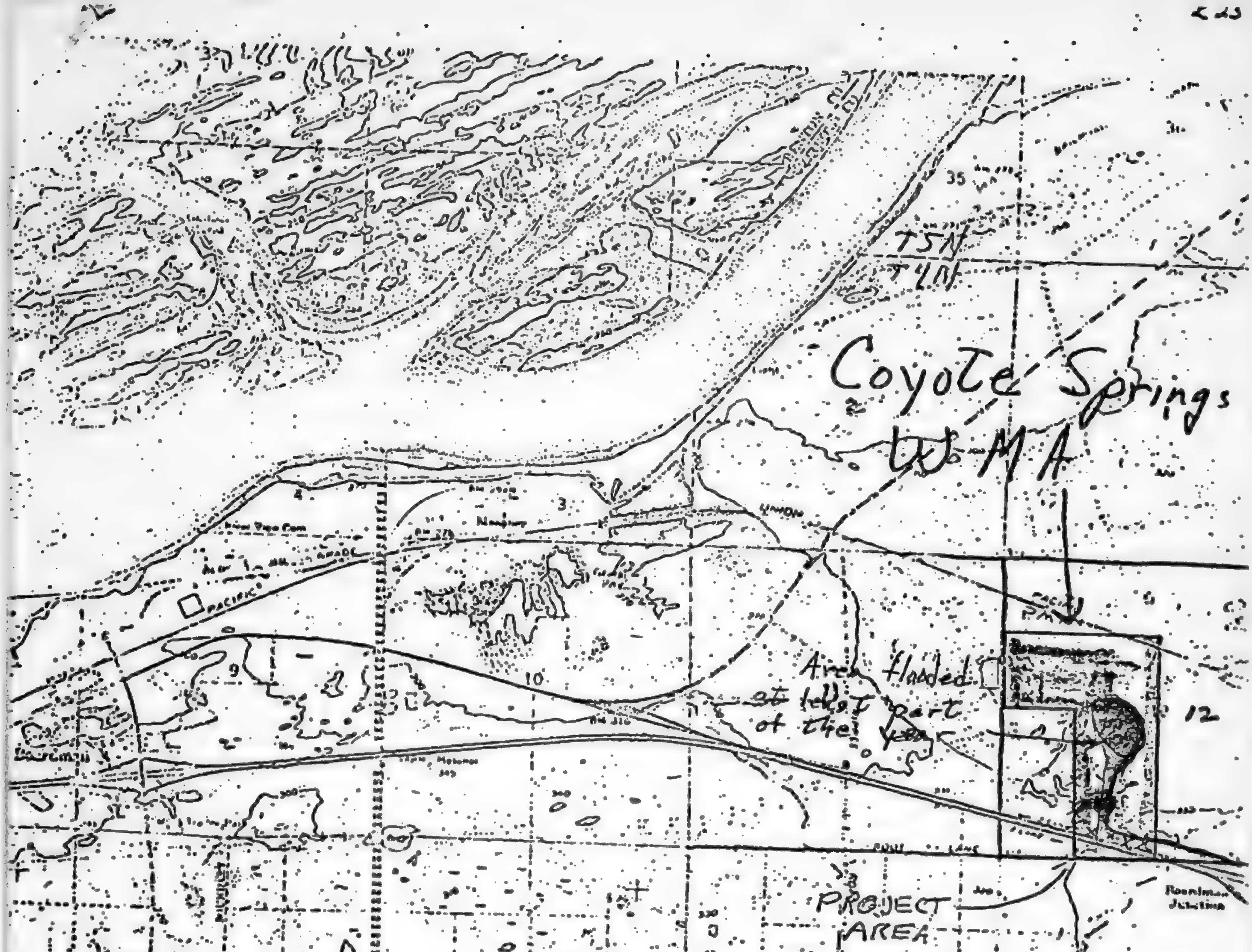
Sincerely,

Jack

Jack Melland
Region Habitat Biologist

JM:ch

Enclosure


35
T5N
T4N
Coyote Springs
WMA
4
3
UNION
PACIFIC
9
10
Area flooded
at least part
of the year
12
PROJECT
AREA
Boardman
Junction
16
15
13
21
22
23
24
NAVAL
RESERVATION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

MAR 18 1980

IN REPLY REFER TO:

HNG-10

The Honorable Mark O. Hatfield
United States Senate
Washington, D.C. 20510

Dear Senator Hatfield:

This is in further reply to your letter of January 30 to former Federal Highway Administrator William M. Cox. You asked us to review a negative decision by our Oregon Division Administrator, Mr. G. L. Green, in regard to a request by the Oregon Department of Transportation (ODOT) for an additional interchange on I-84 to serve the Port of Morrow in Boardman, Oregon.

Mr. Green has now provided a report to us explaining his reasons for not approving the additional I-84 access point requested. We are enclosing a copy of his comments on the three reasons cited in his December 19, 1979, memorandum to State Highway Engineer H. S. Coulter turning down the request. In view of these reasons, we feel there is sufficient justification for his decision.

We understand that the ODOT is planning to request reconsideration of the action. Mr. Green anticipates that additional documentation will be provided at that time. We are certain this material will be promptly reviewed.

We appreciate the time you have taken to advise us of your support for this additional access point. Please let us know if we can be of further assistance.

Sincerely yours,

/s/ Re [illegible]

Rex C. Leathers
Director, Office of Engineering

Enclosure

RECEIVED
STATE HWY EN
MAR 26 '80
REFER TO.
FOR
Info Inves R/D D/R Sign Act File

3/26
cc
cy. Schwartz

INTERSTATE ROUTE 84 ACCESS, BOARDMAN, OREGON

The following comments explain the three reasons set forth in Oregon Division Administrator G. L. Green's December 19, 1979, memorandum turning down the State's access request:

1. Studies indicate the existing Boardman Interchange has adequate capacity to serve current and projected traffic, including Port of Morrow traffic.

   COMMENTS: The State's study reports the 1978 average peak weekday season interchange ramp traffic to be 1750 vehicles to and from the east and 500 vehicles to and from the west. The projected 1988 average peak weekday season interchange ramp traffic is shown to be 3000 vehicles to and from the east and 800 vehicles to and from the west. Please note that these are peak seasonal weekday counts, which represent the worst condition. This traffic can easily be accommodated by a rural diamond interchange.

2. Addition of another interchange in this area would severely violate interchange spacing criteria for this rural section of freeway.

   COMMENTS: Boardman is located in a very-rural section of the State. The total population for Morrow County is approximately 6500 people (3 people per square mile). The city of Boardman claims a population of 1300. Our interchange spacing guidelines suggest average spacing not closer than 2 miles in urban areas, 4 miles in suburban areas, and 8 miles in rural areas, with further criteria of minimum distances in urban and rural areas being not less than 1 mile and 3 miles, respectively. The existing Boardman and Irrigon (US 730) interchanges are situated approximately 3.8 miles apart. The proposed interchange would be located approximately 1.8 miles east of Boardman Interchange and about 2 miles west of the Irrigon Interchange.

3. A more cost-effective alternate is available, i.e., construction of a frontage road to serve the Port of Morrow from Highway US 730 in the vicinity of the existing Irrigon Interchange.

   The State's study provided a benefit/cost analysis of the various alternates. Based on their study, the benefit/cost rates favored the frontage road alternate over the new interchange 8.51 to 6.10. Based on this information, it seems only prudent to select the more cost-effective alternate.

Form FHWA 121 (6/79)

To: Mr. Coulter

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: New Interstate 84 Access,
Boardman, Oregon Area
(Sen Hatfield's ltr to Fed Hwy Admin,
1-30-80)

Date: March 3, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO-OR/INQ-892
XRef: 711.11

To: Mr. R. D. Morgan, Associate Administrator for Engrg & Traff Oper
Washington, D.C. HNG-10

By endorsement to Mr. Leathers' February 20 letter replying to Senator Mark O. Hatfield, this office was asked to provide additional information on the interchange proposal - particularly, further data or comments on the three reasons outlined in my December 19, 1979 memorandum disapproving the request. Following are comments on each of the reasons set forth in my letter:

1. Studies indicate the existing Boardman Interchange has adequate capacity to serve current and projected traffic, including Port of Morrow traffic.

   COMMENTS: The State's study reports the 1978 average peak weekday season interchange ramp traffic to be 1750 vehicles to and from the east and 500 vehicles to and from the west. The projected 1988 average peak weekday season interchange ramp traffic is shown to be 3000 vehicles to and from the east and 800 vehicles to and from the west. Please note that these are peak seasonal weekday counts, which represent the worst condition. This traffic can easily be accommodated by a rural diamond interchange.

2. Addition of another interchange in this area would severely violate interchange spacing criteria for this rural section of freeway.

   COMMENTS: Boardman is located in a very-rural section of the State. The total population for Morrow County is approximately 6500 people (3 people per square mile). The city of Boardman claims a population of 1300. Our interchange spacing guidelines suggest average spacing not closer than 2 miles in urban areas, 4 miles in suburban areas, and 8 miles in rural areas, with further criteria of minimum distances in urban and rural areas being not less than 1 mile and 3 miles, respectively. The

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existing Boardman and Irrigon (US 730) interchanges are situated approximately 3.8 miles apart. The proposed interchange would be located approximately 1.8 miles east of Boardman Interchange and about 2 miles west of the Irrigon Interchange.

3. A more cost-effective alternate is available, i.e., construction of a frontage road to serve the Port of Morrow from Highway US 730 in the vicinity of the existing Irrigon Interchange.

   The State's study provided a benefit/cost analysis of the various alternates. Based on their study, the benefit/cost rates favored the frontage road alternate over the new interchange 8.51 to 6.10. Based on this information, it seems only prudent to select the more cost-effective alternate.

I am expecting a request from the State for reconsideration of my December 19 decision. Additional information is expected which may influence the cost-effectiveness of the various alternates. This information, along with our analysis, will be provided upon receipt.

Original Signed By
G. L. Green
Division Administrator

G. L. Green

cc:
Region (HED-010)
OSHD (Mr Coulter) w/cy ltrs, 1-30-80 & 2-20-80

...dom

...RMAN
...O. Nelson

SECRETARY-TREASURER
Mayor Gordon Chapman

EXECUTIVE DIRECTOR
Wayne L. Schwandt

☐ RE ☐ RCE ☐ RME ☐ ROE
☐ RFA FEB [illegible] ☐
RECEIVED
REGION 5 OFFICE

East
Central
Oregon
Association of
Counties
920 S. W. Frazer, P. O. Box 1207
Pendleton, Oregon 97801

Phone (503) 276-6732

February 19, 1980

Also sent to:

Senator Bob Packwood
1002 NE Holladay, Rm 700
Portland, OR 97232

Senator Mark Hatfield
Pioneer Courthouse, Rm 107
555 SW Yamhill Street
Portland, OR 97204

Representative Al Ullman
Equitable Center
Post Office Box 247
Salem, Oregon 97308

Dear Representative Ullman:

Enclosed is a copy of new and supplementary information concerning the City of Boardman-Port of Morrow I-84 Access Request. The Oregon Department of Transportation, in conjunction with local elected officials, has developed this information in response to concerns expressed by the Federal Highway Administration following a preliminary review of the project which proposes construction of an additional interchange on I-84 (I-80N) adjacent to Boardman, Oregon.

In light of the extreme importance of the proposed interchange to the citizens of Boardman, and for future economic development at the Port of Morrow, any assistance you would be able to lend in securing a comprehensive and rapid review by the Federal Highway Administration and Secretary of Transportation would be much appreciated.

Sincerely,

Foster A. Odom /mh

Foster A. Odom
Chairman

FAO/CD/mh

Enclosure

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STATE HWY ENGR
FEB 26 '80
REFER TO

FOR

Info	Inves	R/D	C/R	Sign	Act	File

RECEIVED
FEB 25 1980
URBAN STUDIES
UNIT

NOTED
WM. L. CRANFORD

NOTED
H. S. COULTER

DATE: February 14, 1980

TO: Glen L. Green, Division Administrator
Federal Highway Administrator

FROM: L.W.R
for H. S. Coulter
State Highway Engineer

SUBJECT: City of Boardman-Port of Morrow:
New I-84 Access
Refer to: HFO-OR/711.11

Attached is a report entitled City of Boardman-Port of Morrow: New I-84 Access. The report presents new and supplementary information to that included with my December 3, 1979, request for:

1. Permission to construct a new I-84 interchange to serve the Port of Morrow.

2. Interstate financing for the interchange.

The report responds directly to the points raised in your December 19, 1979, reply. In particular, the report indicates, and I concur, that an additional interchange is the only alternative that can adequately respond to local and state needs. Also, the new information seems significant enough as to be the basis for your reconsideration of my request.

Hopefully, you will be able to support the local and state positions and forward the request to the Secretary of Transportation with a favorable recommendation. In any event, it is my desire that the Secretary be given the opportunity to consider the matter.

Attachment

cc: G. W. Peck, Mayor, City of Boardman
E. S. Toadvin, Manager, Port of Morrow
Donald C. McElligott, Judge, Morrow County
Mayor Foster A. Odom, Chairman, ECOAC, Pendleton
Charles W. Davis, Jr., ECOAC

WLC:dpy jh
bc: F. B. Klaboe
W. E. Schwartz (w/attachment)
D. H. Moehring
Bill Cranford

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
Project Management Branch
Urban Studies Unit

CITY OF BOARDMAN-PORT OF MORROW: NEW I-84 ACCESS

Background

On December 3, 1979, the Highway Division applied to the Federal Highway Administration for:

1. Permission to construct a new I-84 interchange to serve the Port of Morrow.
2. Interstate financing for the interchange.

A copy of State Highway Engineer Scott Coulter's request is attached.

The FHWA replied on December 19, 1979, by a letter from Division Administrator G. L. Green denying both requests. A copy of Mr. Green's letter is attached.

Since submission of the State's request new information became available which directly addresses the points and issues raised by Mr. Green's letter. This report will summarize the new information, which may be a basis for asking the FHWA to reconsider the original request.

New Conditions Affecting the Original Request

The State's original request was based on a 1978 origin-destination survey. Since the original work, there has been a substantial increase in port traffic. From the west, this traffic is mainly from Simtag Farms, the largest single agricultural operation in the area. Simtag has 28,000 acres under irrigated cultivation and is currently hauling 7,500 truck loads to the Port of Morrow on an annual basis.

Another new operation, Harbor Timber Inc., is bringing in 10,400 loads of logs per year for dumping in the Port's deep water leased area.

These two new operations completely alter the benefit-cost ratios previously published. The proposed interchange (Alternate 1) becomes the most beneficial by a substantial margin.

Furthermore, it appears that an east frontage road would necessarily penetrate an Oregon State Game Management Area. Our Environmental Section believes that this constitutes a "4f" land situation, or equivalent. As other alternatives exist, the Environmental Section suggests that it is prudent to abandon Alternative 3. Therefore, in this report Alternate 3 is replaced by Alternate 4, which is an alignment avoiding penetration of the game management area. Map 1 shows the Coyote Springs Game Management Area and all alternatives including the new Alternate 4.

Scope of This Report

Because of the new information and changed conditions discussed above, updates of traffic forecasts, cost estimates and benefit-cost ratios were made. A new base year of 1980 was established with a future year of 1990. These years were selected because it is known that the FHWA is mainly concerned with the immediate and short range impacts.

This report will:

1. Present new information relating to the specific issues raised in Mr. Green's December 19, 1979 letter.

2. Present the essential new traffic, costs and benefit-cost ratios. The intent is to update from the earlier work without duplication in presenting methodology and backup material.

3. Summarize the results and conclusions, and close with comments on Interstate financing.

Discussion of Points Raised In the FHWA December 19, 1979 Letter

Item 1 in the letter is as follows:

> 1. *Studies indicate the existing Boardman Interchange has adequate capacity to serve current and projected traffic including the Port of Morrow traffic.*

Local residents report frequent backups on the ramps out to and on the freeway through lanes at the Boardman Interchanges. Obviously, if this is frequently happening there is an inadequate capacity condition for the type of traffic using the interchange.

On the spot observations show that several factors are the cause.

1. The high percentage of heavy trucks. This is 50 percent during "normal" peak hours. Higher percentages occur at other times.

2. Shift changes at industrial plants, food processing plants and at the steam-electric generating plant under construction.

3. Round-the-clock operation at many plants.

4. Uneven arrival of traffic, especially heavy trucks at the ramps.

5. Grades at the ramps causing heavily laden trucks to move up the ramps very slowly.

6. The ramps connecting to the only through street in town (Main Street), connecting the two halves of the freeway bisected city.

It only takes two or three heavily laden trucks mixed with "shift" auto traffic to plug-up a ramp and back out on the freeway. The fact that many operations are 24 hour and that heavy arrival traffic may occur in a 15 minute period, either before or after a shift change, substantially contributes to the problems. In essence, there are no "normal" peak hours and problems occur at any time, day or night when the combination of circumstances are conducive to producing a capacity problem.

We agree that the normal methods of calculating capacities would indicate that the interchange has sufficient capacity. However, the normal methods do not take into consideration the local conditions at the Boardman Interchange.

The Highway Capacity Manual (Highway Research Board, 1965) has the following statements on Page 124:

> *The presence of trucks tends to reduce intersection approach capacities because their acceleration rates are lower and they occupy more road space, both in length and width, than passenger cars. The degree of this effect varies widely, depending on the type of vehicle, its weight-power ratio, and, in particular, its size and turning characteristics. However, little detailed research has been reported in these various areas separately. . . . .*
> *. . . one truck can be considered as equivalent to a minimum of two passenger cars at intersections, even under the best conditions. Where conditions quite far from average exist, such as where a preponderance of large heavy trucks is present or where substantial numbers of trucks make turns into narrow cross streets, judgment based on local observations should be used in making allowance for the special conditions.*

A search of the technical literature shows that several different approachs have been tried to make allowances for the effects of heavy trucks.

The 1976 Edition of Transportation and Traffic Engineering Handbook discusses these efforts and concludes (Pages 368 and 369) that "the Australian methods are more reliable. . . .".

The Australian approach is to convert truck traffic to passenger car units (pcu). A through truck equals 1.85 pcu, a nonconflict-turning truck = 2.40 pcu and a conflict-turning truck = 3.90 pcu. These methods were applied to 1980 (existing) and 1990 (forecasted) traffic at the Boardman Interchange with interesting results.

Map 2 shows 1980 actual traffic and 1980 Passenger car equivalent traffic. Map 3 is similar, but shows 1990 conditions. These maps show that currently there are in effect about 9,000 vehicles using the structure and about 8,000 using Main Street in the City of Boardman.

For the short range future about 15,000 vehicles per day (passenger car units: pcu's) can be expected to impact the city. It should be noted that these figures are conservative, in that they represent calculations for level terrain. Because of the ramp grades, a substantial upward factor would be warranted.

A search of the literature shows that a minimum upward factor of 10 to 15 percent would be warranted. Page 101 of the Capacity Manual has this to say about trucks.

> Trucks
>
> *Trucks (defined for capacity purposes as cargo-carrying vehicles with dual tires on one or more axles) reduce the capacity of a highway in terms of total vehicles carried*

> *per hour. In effect, each truck displaces several passenger cars that each dual-tired vehicle represents under specific conditions is termed the "passenger car equivalent" for those conditions. In level terrain where trucks can maintain speeds that equal or approach the speed of passenger cars, it has been found that the average dual-tired vehicle is equivalent, in a capacity sense, to 2 passenger cars on multilane highways and to between 2 and 3 passenger cars on 2-lane highways, depending on the level of service. These values are appropriate for most downgrades as well.*
>
> *On upgrades, the passenger car equivalent of trucks may vary widely, depending on steepness and length of grade and number of lanes. Further, the average equivalent over a substantial length of roadway will differ from that for specific individual grades within that section.*

The purposes of the foregoing discussion (and Maps 2 and 3) are not to show precisely how local conditions are affecting traffic. The intent is to show that capacity problems can and do exist due to unique local conditions. Also, that the traffic engineering profession, although making attempts, has not developed an analytical system for trucks on a par with other traffic engineering analysis methods.

The Capacity Manual statement that ". . . judgment based on local observations should be used in making allowance for special conditions", is certainly supported by the Boardman situation.

It is the local residents' contention that under the unique local traffic conditions, there are currently capacity problems at the Boardman Interchange and that these problems have existed for sometime.

Item 2 in the letter is as follows:

> 2. *Addition of another interchange in this area would severely violate interchange spacing criteria for this rural section of freeway.*

The proposed interchange spacing is 1.8 miles form the Boardman Interchange to the proposed Port of Morrow Interchange and 2.0 miles from the proposed interchange to the US730 (Columbia River Highway) Interchange.

We note that the Instruction Manual of the 1979 Estimate of the Interstate System lists suggested spacing between interchanges. Also, the following sentence is included.

> *Obviously, however, in consideration of varying nature of the highway, street or road systems with which the Interstate System must connect, the spacings between individual adjacent interchanges must vary considerably.*

We agree that it is necessary to fully consider the nature of local street systems in judging the necessity of additional Interstate access. In the case of the City of Boardman and the Port of Morrow, all other existing road systems were destroyed by the dam pool and construction of the I-84 Freeway. Main Street in Boardman is the only remaining connection between the freeway bisected halves of the city. Other north-south accesses across the freeway were voluntarily vacated by local people, believing that the FHWA would replace access when needed. The failure to connect old US730 to the Interstate System (as repeatedly requested before freeway construction) has isolated thousands of acres of the port at substantial cost to local residents and truckers.

For example, 40 log trucks per day (10,400 per year) bring logs from the Wallowa and Blue Mountains to the east. These trucks must go all the way into Boardman and then backtrack through the Port of Morrow to old US730 in order to get north of the railroad tracks; the old wooden crossing on

Main Street is not adequate for this traffic. From this point they go north through port property to dump in the deep water access leased from the Corps of Engineers.

In short, all existing Boardman area local road systems were destroyed by various Federal actions. Even if local jurisdictions were able to reconstruct local road systems with their own funds, it would be essential to connect these local systems into the Interstate System to be energy efficient, economically feasible and operationally satisfactory.

In regards to interchange spacing, it is apparent that in the past where need has been shown, the FHWA has reasonably used flexibility in applying spacing criteria. Table 1 shows 67 Oregon Rural Interstate Interchanges where spacing to an adjacent interchange is two miles or less.

In the case of the proposed Port of Morrow Interchange, the location desired is the result of a number of factors, three of the major ones are as follows:

1. Direct access to the industrial and food processing park without travel on City of Boardman Streets.
2. The existance of old US730 with an adequate structure over the railroad. The proposed location is the only point where an adequate tie can be made to the remains of the local road system.
3. The proposed location provides the only direct access to the deep water port facilities. No other location will satisfy all three of these critical needs.

Item 3 in the letter is as follows:

3. *A more cost effective alternate is available, i.e., construction of a frontage road to serve the Port of Morrow from Highway U.S. 730 in the vicinity of the existing Irrigon Interchange.*

In a previous section, New Conditions Affecting the Original Report, it was stated that the frontage road (Alternate 3) was no longer considered viable, because of the necessity of penetrating a State Game Management Area. A new Alternate 4 is shown on Map 1 as a replacement for Alternate 3, which was the alternative referred to by Mr. Green's letter.

The next section will update the earlier traffic forecasts cost estimates and benefit cost ratios and establish that Alternate 1 (new interchange) has by far the best benefit-cost ratio.

Update of Traffic Forecasts, Costs and Benefit-Cost Ratios

This update is based on the November 14, 1979 revision of the report entitled, City of Boardman-Port of Morrow: Origin-Destination Survey.

Additional traffic from the west (7,500 annual trucks from Simtag Farms) as well as log trucks (10,400) from the east change the benefit-cost ratios. Elimination of Alternate 3 and a longer route for the new Alternate 4 are also factors affecting change. Other significant factors updated from 1978 are:

1. The high ton-mile haulage cost went from $0.27 to $0.35. The low ton-mile haulage cost went from $0.16 to $0.21.
2. Rock products specialized truck costs went from $3.92 per mile to $5.10 per mile.
3. Light vehicle operating costs changed from a high of $0.26 per mile to $0.31. The low figure changed from $0.14 to $0.17.
4. A new factor of log truck operation at $36.90 per hour resulted from the ODOT Economics Section factoring data from a 1977 survey by the Oregon Log Truck Association.

5. The new 1980 high estimate is 63,000 trucks into and out of the port. The low estimate is 38,000. Light vehicle traffic increased proportionally.

The following text will first present traffic forecasts for the various alternatives for 1980 and 1990. These will be followed by mileages of the alternative routes, annual operating costs, construction costs and finally a cost summary with benefit-costs ratios.

Maps 4 and 5 show existing road traffic forecasts (the No Build option) for 1980 and 1990, respectively.

Maps 6 and 7 show traffic forecasts for 1980 and 1990 for Alternate 1, the proposed interchange.

Maps 8 and 9 show traffic forecasts for 1980 and 1990 for Alternate 2, the frontage road from the west.

Alternate 3 has been eliminated for reasons given earlier. It is replaced by a new Alternate 4. Maps 10 and 11 show 1980 and 1990 traffic for Alternate 4.

The one-way average mileages between common points, or travel distances for each alterante route are as follows:

Alternate	Mi. to East	Mi. to West
No Build (Existing Road System)	5.17	2.15
1 (New Interchange)	1.98	2.44
2 (Boardman Interchange & new frontage road)	4.99	1.95
4 (New frontage road Irrigon Inter. to US730)	4.50	9.11

Some of the figures in the above table are corrections of typographical errors in the earlier reports.

Table 2 shows the "high" and "low" operating cost estimates for each alternate for that portion of the industrial park traffic that would be affected by alternate routes. Traffic that would not be affected by route changes has not been included.

It should be noted that costs for trucks (both heavy and rock products) were computed on an annual basis. Costs for light vehicles were calculated for both peak and off peak season and summed to represent annual costs.

Table 3 shows the prototype costs estimates for the three alternatives. The costs of the connecting road to Wilson Road as shown on Maps 6 and 7 are estimated separately, because a connection to Wilson Road is not essential to the satisfactory access to the Port of Morrow. Also, this connection could be constructed by others.

Table 4 summarizes the impacts of the three "build" alternatives as compared to the No Build option. Column 2, Table 4 shows what the annual savings (in 1980 dollars) would be to motorists for each construction alternative as compared to doing nothing (the No Build option). These savings are in a sense "paper" savings. Although, these savings are actually experienced by motorists, the money is not accumulated in a fund that could be used for construction.

Column 3 of Table 4 shows the total Prototype Costs Estimates for construction and right-of-way for each alternate. It should be noted that a substantial cost tolerance is implied by a Prototype Cost Estimate. Column 4 shows the annual cost that would pay for construction of each project alternate. Column 5 is merely arithmatic; dividing the savings of Column 2 by the costs of Column 4. The result is a benefit-cost ratio which can be used to evaluate one alternative in relation to another. The highest benefit-cost ratio would indicate the highest dollar benefit to motorists as compared to construction costs.

Summary, Conclusions and Financing Considerations

There seems to be no question that there are currently severe operational difficulties at the Boardman Interchange. They are of a nature that the problems may not ordinarily have been foreseen by competent engineers not familiar with local conditions. It is the local contention, supported by new information in this report that the original Boardman Interchange design was not adequate, and that capacity problems do exist, due to unique local conditions.

A search of FHWA and ODOT records shows that there were many local and state efforts to obtain better access prior to design and construction of the present facilities. Local officials believe that FHWA promises were made to later provide additional access when needed. Although, these issues have been raised, there has been no official response.

The new information clearly shows that an additional interchange is the only reasonable alternative to the problems. From a benefit-cost ratio, the interchange is practical and desirable.

The financing of the construction of any alternate will be a major problem. From the State standpoint, any construction without federal participation is probably not possible. As far as federal funding is concerned, there are two main possibilities: (1) Federal Primary System Funds and (2) Federal Interstate System Funds.

Federal Primary funds are very limited and the Statewide Primary System is in such need that the chances of financing new construction with Primary Funds are very low. A suggestion to finance new or reconstructed interchanges with Primary Funds has been the FHWA position in the past. This is clearly not practical for many reasons, one major reason being the difference in standards for the two highway systems.

For example, an Interstate Interchange is nothing more than a very high grade intersection between two highways. Improvement, reconstruction, or a new intersection on a typical Primary Highway is usually possible for relatively low cost. But improvement, reconstruction, or a new interchange on the Interstate System is a matter of many millions of dollars. It seems clear that if the mistakes of the Interstate System are not cured with Interstate dollars, the chances are the the mistakes will never be corrected.

The FHWA letter states that:

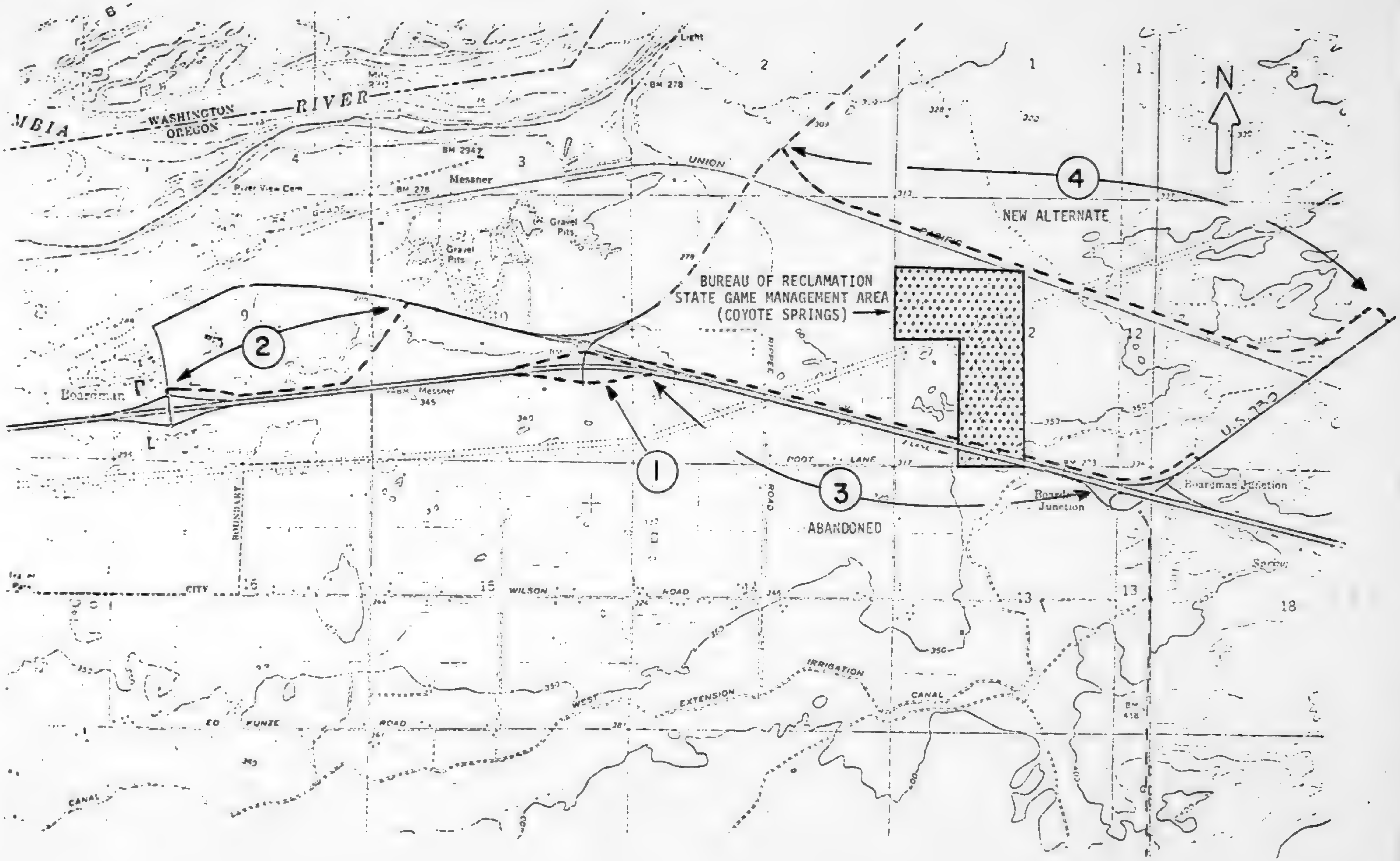
> *Since this is a completed section of Interstate, financing of a new interchange is not an eligible Interstate cost.*

This is true, as far as the authority of the Division Office is concerned. However, the Secretary of Transportation is able to act in the matter. It is the overwhelming desire of local officials that the matter be promptly referred to the Secretary for his consideration.

William L. Cranford
February 12, 1980

MAP 1

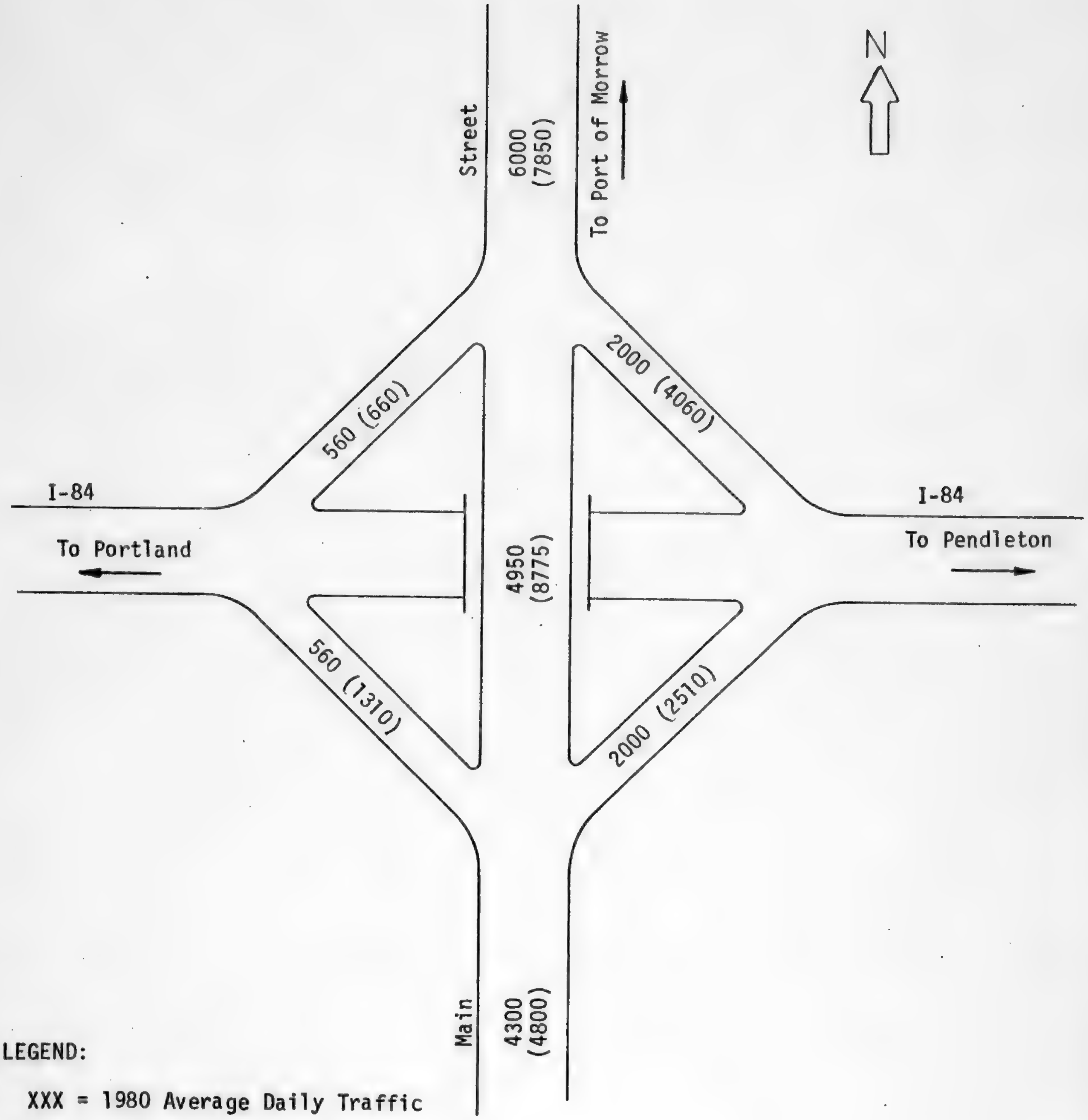
PROPOSED PORT OF MORROW
Alternate I-84 Accesses



N
MBIA RIVER
WASHINGTON
OREGON
Light
BM 278
BM 2342
Mesner
River View Cem
Gravel Pits
Gravel Pits
UNION
PACIFIC
④
NEW ALTERNATE
BUREAU OF RECLAMATION
STATE GAME MANAGEMENT AREA
(COYOTE SPRINGS)
②
Boardman
BM Messner 345
①
RIPPEE
ROAD
COOT LANE
③
ABANDONED
Boardman Junction
Boardman Junction
U.S. 730
BOUNDARY
CITY
WILSON
ROAD
IRRIGATION
CANAL
WEST
EXTENSION
ED
KUNZE
ROAD
CANAL
Spring
1
2
3
4
9
12
13
15
16
18

MAP 2

BOARDMAN INTERCHANGE
1980 Volumes


N
Street
6000
(7850)
To Port of Morrow
560 (660)
2000 (4060)
I-84
To Portland
I-84
To Pendleton
4950
(8775)
560 (1310)
2000 (2510)
Main
4300
(4800)

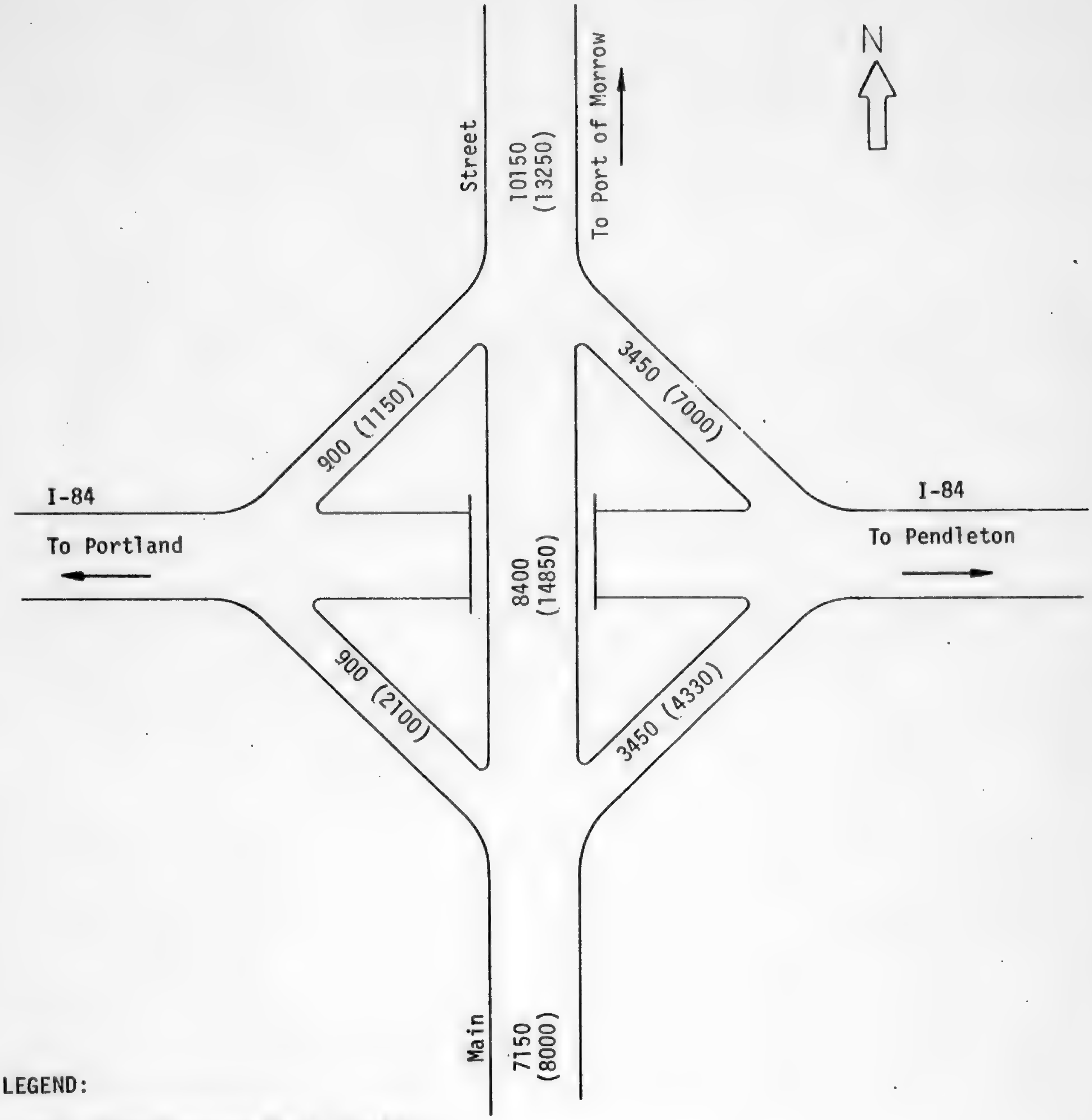
LEGEND:

XXX = 1980 Average Daily Traffic

(XXX) = 1980 Passenger Car Equivalent

MAP 3

BOARDMAN INTERCHANGE
1990 Volumes


N
Street
10150
(13250)
To Port of Morrow
900 (1150)
3450 (7000)
I-84
To Portland
I-84
To Pendleton
8400
(14850)
900 (2100)
3450 (4330)
Main
7150
(8000)

LEGEND:

XXX = 1990 Average Daily Traffic

(XXX) = 1990 Passenger Car Equivalent

TABLE 1

OREGON RURAL INTERSTATE INTERCHANGE SPACING
(Two Miles or Less Between Structures)

Interchange	Miles Between Structures
Rogue River Highway	
	1.7
Homestead Road	
	0.5
Rogue River Park	
N. Wolf Creek	
	1.5
Speaker Road	
Quines Creek	
	2.0
Azalea	
S. Canyonville	
	1.3
Irwin Road	
	1.8
Tiller Highway	
	0.6
Gazley Road	
	2.0
Riddle	
Weaver Road	
	1.6
Myrtle Creek	
	2.0
Boomer Hill Road	
Dillard	
	0.9
Clarks Branch Road	

TABLE 1 (Continues)

OREGON RURAL INTERSTATE INTERCHANGE SPACING
(Two Miles or Less Between Structures)

Interchange	Miles Between Structures
Willamette Highway	
S. Franklin Boulevard	0.6
S. Santiam Highway	
Knox Butte	1.0
Murder Creek	1.4
View Crest	2.0
S. Jefferson	0.6
Dever Road	1.5
Hoefer Road	0.5
Talbot Road	1.9
Ankeny Hill	1.4
N. Jefferson	1.2
Hubbard	
Wilsonville	1.3
I-205	
Nyberg Road	1.0
Lower Boones Ferry Road	1.0
Upper Boones Ferry Road	0.8
Beaverton-Tigard Highway	0.9

TABLE 1 (Continues)

OREGON RURAL INTERSTATE INTERCHANGE SPACING
(Two Miles or Less Between Structures)

Interchange	Miles Between Structures
Shady	
	1.1
S. Oakland Highway	
	1.1
Frontage Road	
	1.3
Fairgrounds	
	1.1
Harvard Avenue	
	1.0
Garden Valley	
S. Sutherlin	
	1.4
N. Sutherlin	
N. Oakland Highway	
	1.9
Metz Hill	
Rice Valley	
	2.0
Rice Hill	
Analauf	
	0.9
Salt Springs	
Drain	
	0.9
Bear Creek	
	1.0
Comstock	
Cottage Grove	
	2.0
Saginaw Road	

TABLE 1 (Continues)

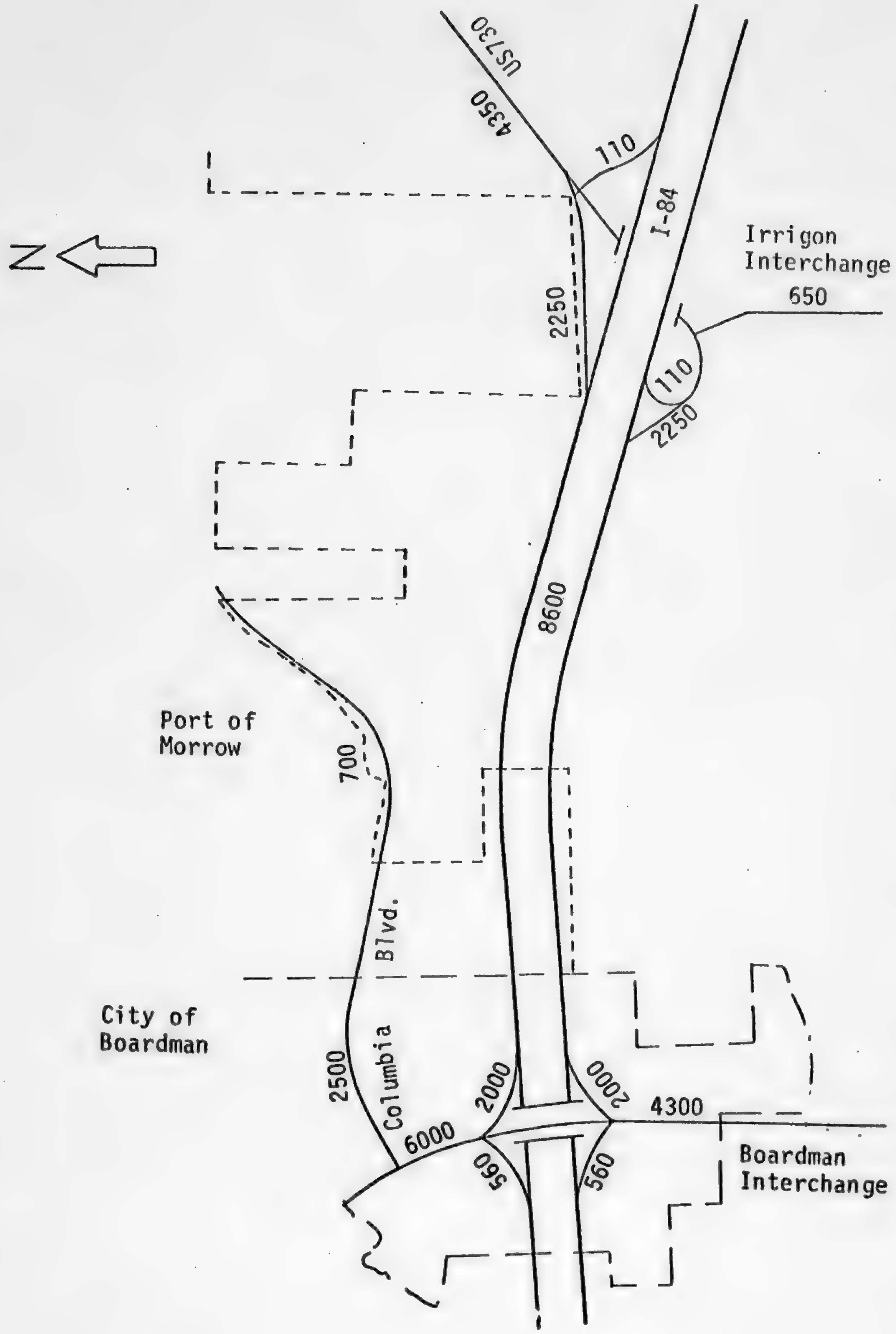
OREGON RURAL INTERSTATE INTERCHANGE SPACING
(Two Miles or Less Between Structures)

Interchange	Miles Between Structures
Mt. Hood Highway	
	1.9
W. Hood River	
	0.5
E. Hood River	
Brewery Grade	
	1.5
US97	
	1.8
The Dalles Dam	
Blalock	
	1.6
Woelpern (Partial Int.)	
Rew Elevator (Co. Road)	
	1.0
Yoakum Road	
Richland	
	1.4
Campbell Street	

MAP 4

EXISTING CONDITIONS

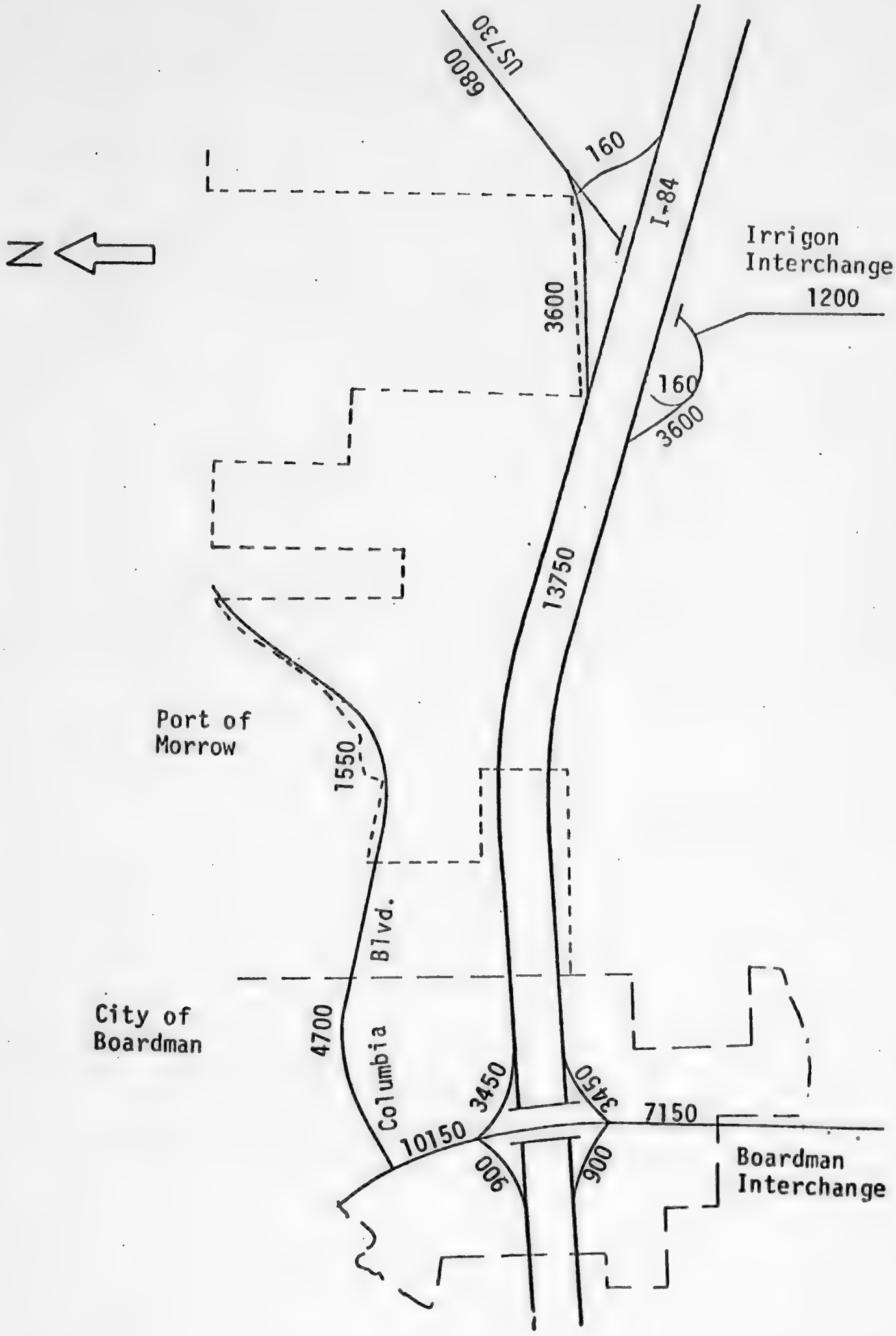
1980 AVERAGE WEEKDAY PEAK SEASON TRAFFIC


US730
4350
110
N
I-84
Irrigon Interchange
650
2250
110
2250
8600
Port of Morrow
700
Blvd.
City of Boardman
Columbia
2500
2000
2000
4300
6000
560
560
Boardman Interchange

MAP 5

"NO BUILD" OPTION (EXISTING ROAD SYSTEM)

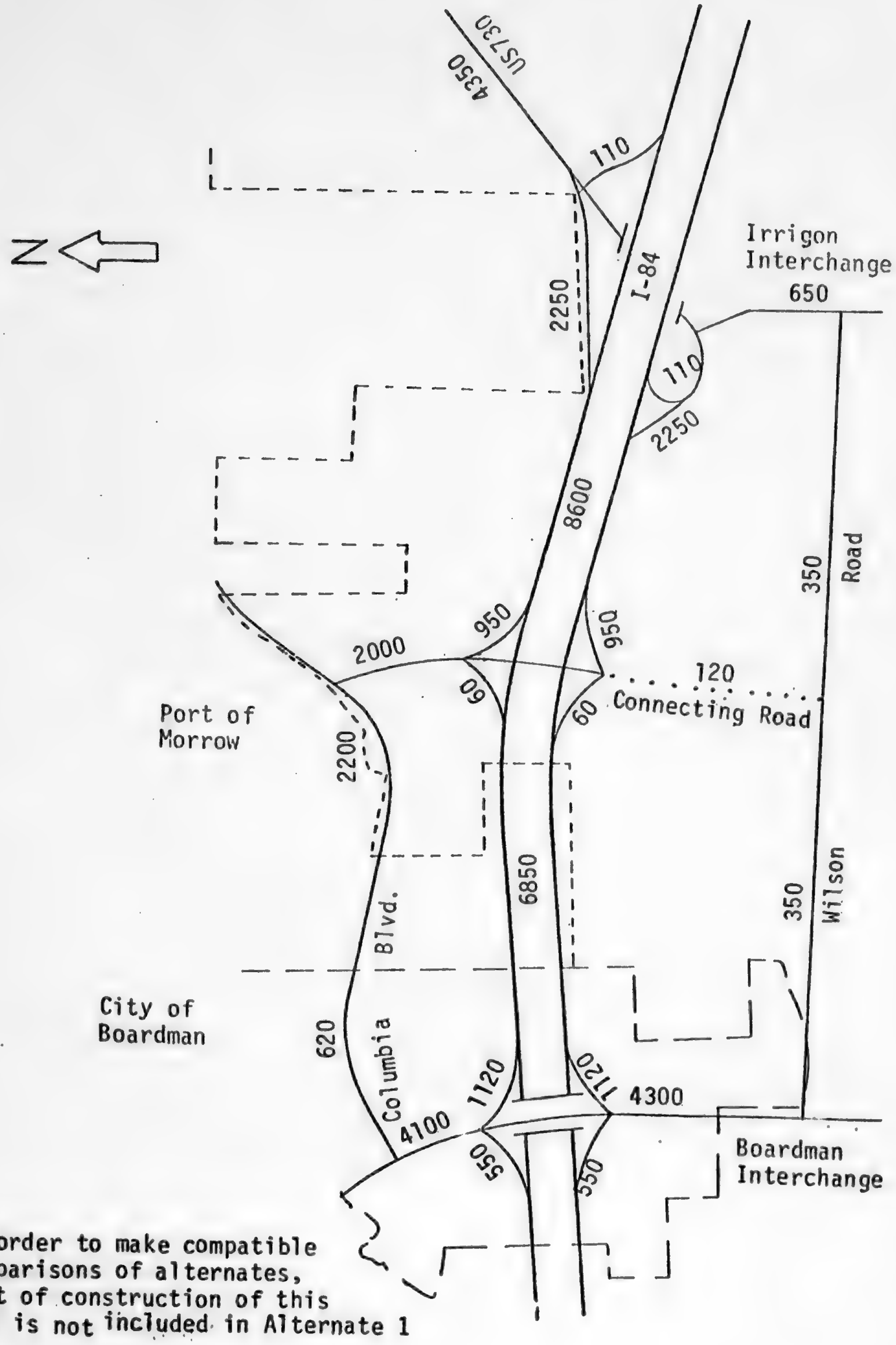
1990 AVERAGE WEEKDAY PEAK SEASON TRAFFIC


US730
6800
160
I-84
N
Irrigon Interchange
1200
3600
160
3600
13750
Port of Morrow
1550
Blvd.
City of Boardman
4700
Columbia
3450
3450
7150
10150
900
900
Boardman Interchange

MAP 6

ALTERNATE 1 (PROPOSED INTERCHANGE)

1980 AVERAGE WEEKDAY PEAK SEASON TRAFFIC


N
US730
4350
110
I-84
Irrigon
Interchange
650
2250
110
2250
8600
350
Road
950
950
2000
120
60
60
Connecting Road
Port of
Morrow
2200
6850
Blvd.
350
Wilson
City of
Boardman
620
Columbia
1120
1120
4300
4100
550
550
Boardman
Interchange

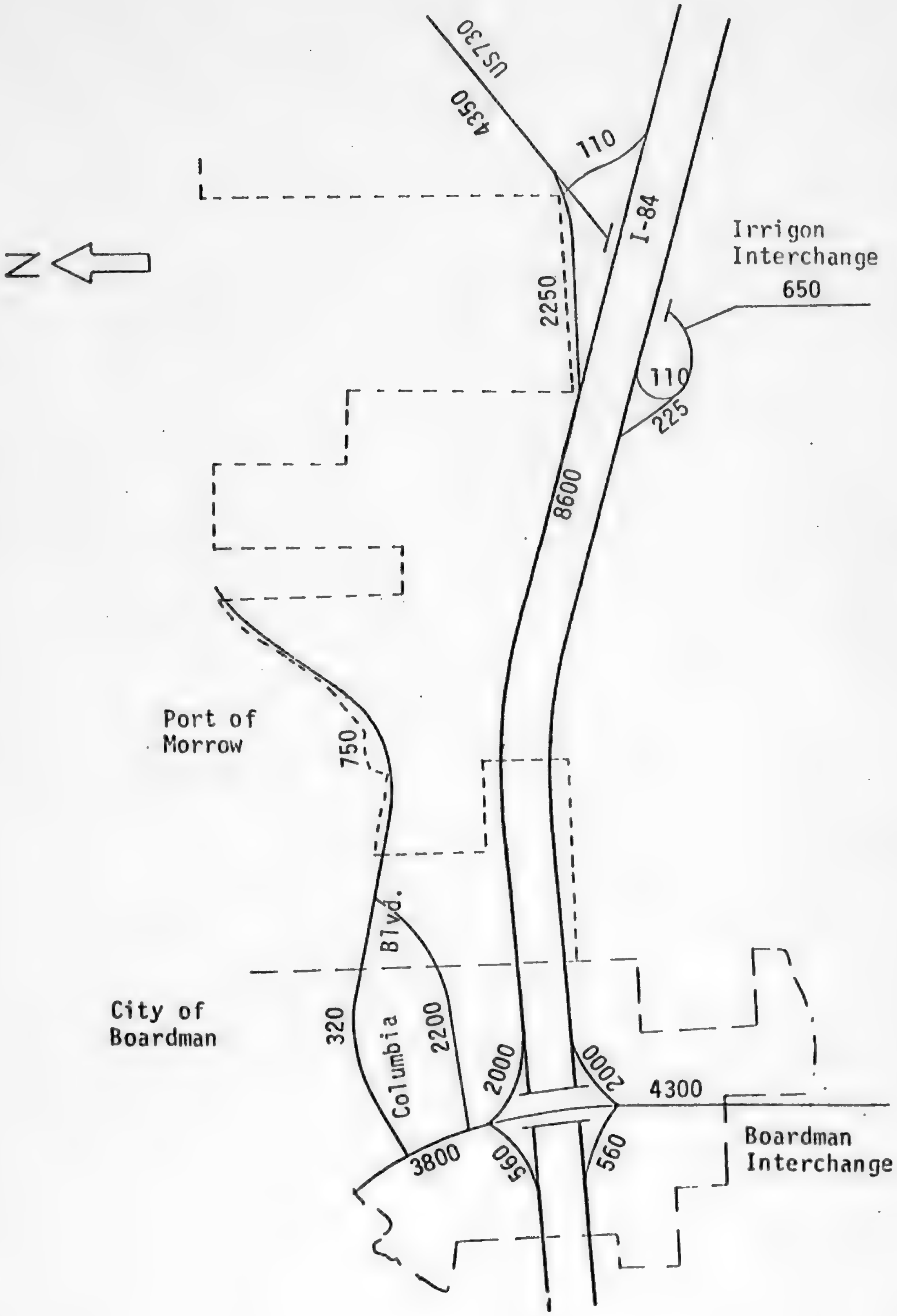
LEGEND:

. . . In order to make compatible comparisons of alternates, cost of construction of this road is not included in Alternate 1

MAP 8

ALTERNATE 2 (FRONTAGE ROAD FROM WEST)

1980 AVERAGE WEEKDAY PEAK SEASON TRAFFIC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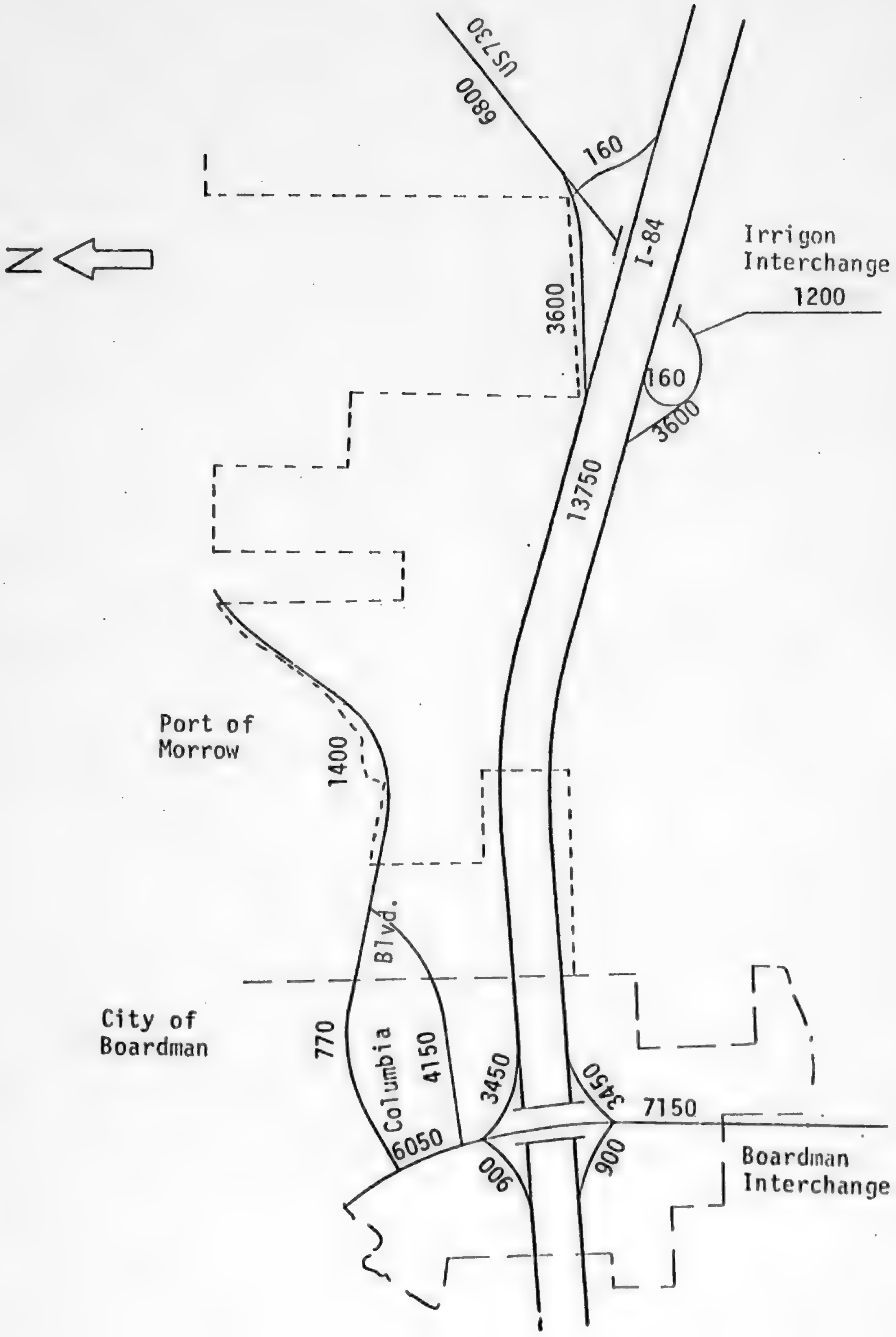
4350
110
I-84
Irrigon
Interchange
650
N
2250
110
225
8600
Port of
Morrow
750
Blvd.
City of
Boardman
320
Columbia
2200
2000
2000
4300
Boardman
Interchange
3800
560
560

MAP 9

ALTERNATE 2 (FRONTAGE ROAD FROM WEST)

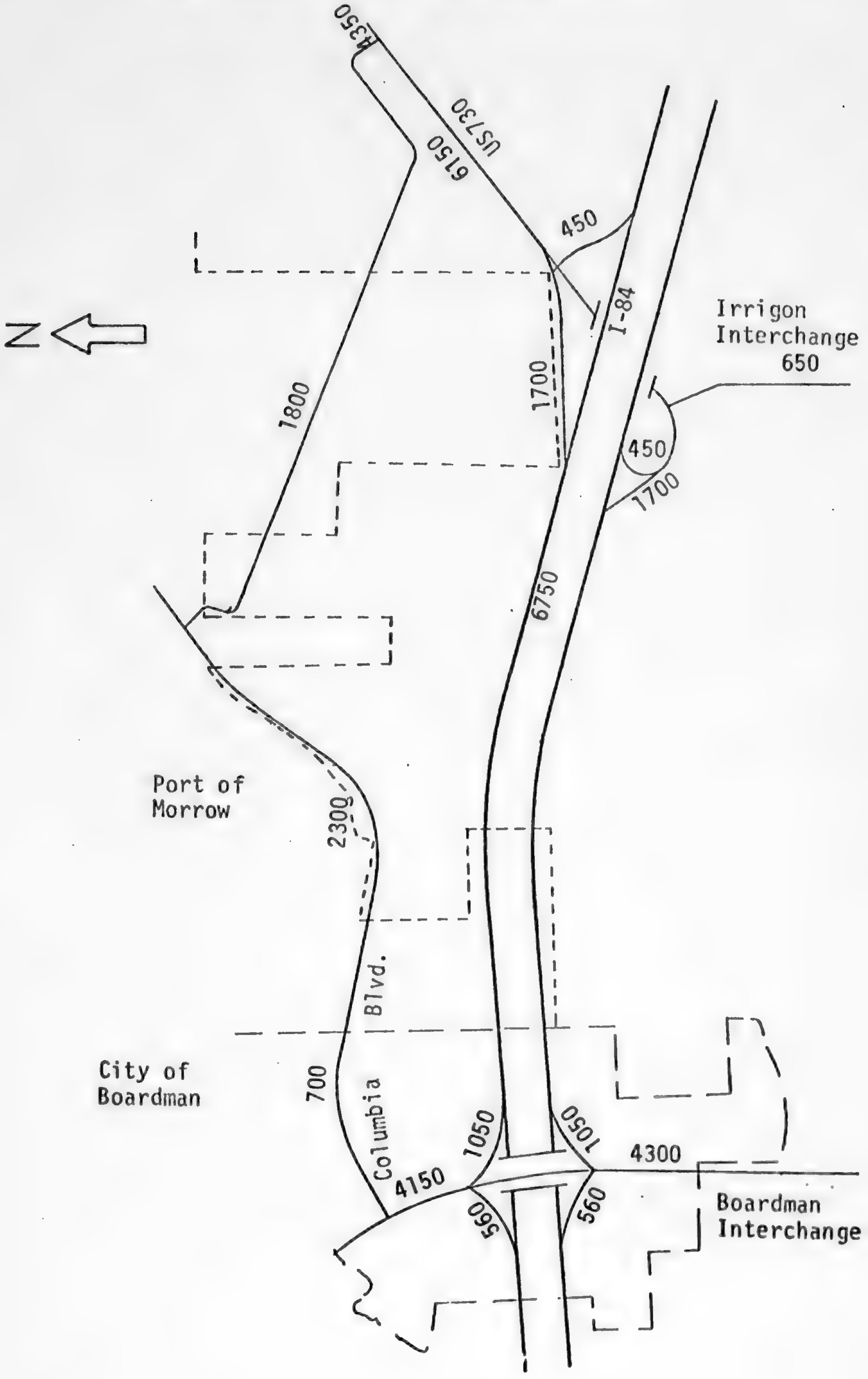
1990 AVERAGE WEEKDAY PEAK SEASON TRAFFIC


US730
6800
160
N
I-84
Irrigon Interchange
1200
3600
160
3600
13750
Port of Morrow
1400
Blvd.
City of Boardman
770
Columbia
4150
3450
3450
7150
6050
900
900
Boardman Interchange

MAP 10

ALTERNATE 4 (NEW ROAD FROM EAST)

1980 AVERAGE WEEKDAY PEAK SEASON TRAFFIC


4350
US730
6150
450
N
I-84
Irrigon
Interchange
650
1800
1700
450
1700
6750
Port of
Morrow
2300
Blvd.
City of
Boardman
700
Columbia
1050
1050
4300
4150
560
560
Boardman
Interchange

MAP 11

ALTERNATE 4 (NEW ROAD FROM EAST)

1990 AVERAGE WEEKDAY PEAK SEASON TRAFFIC

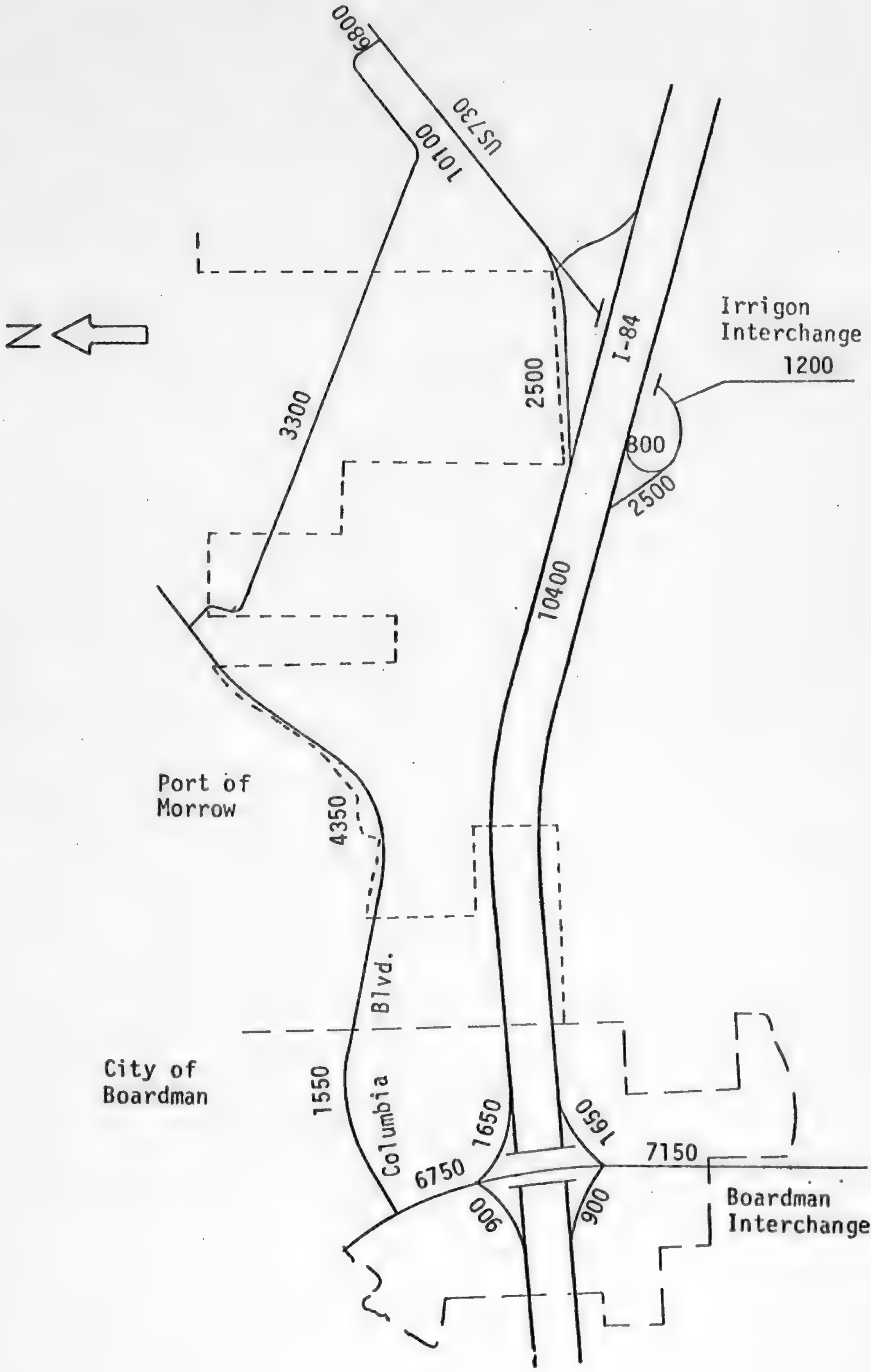

6800
US730
10100
N
3300
2500
I-84
Irrigon Interchange
1200
800
2500
10400
Port of Morrow
4350
Blvd.
City of Boardman
1550
Columbia
1650
1650
7150
6750
900
900
Boardman Interchange

TABLE 2

ANNUAL OPERATING COSTS
For Traffic To & From The Port of Morrow That Would Be Affected By Alternate Routes

ALTERNATES	Heavy Trucks	Rock Prod. Trucks	Light Vehicles	TOTALS
No Build (Existing Road System)				
High	$1,952,500	$228,000	$478,800	$2,659,300
Low	$ 795,300	$141,800	$257,900	$1,195,000
1: (New Interchange)				
High	$ 842,900	$ 92,500	$132,500	$1,067,900
Low	$ 358,400	$ 58,300	$ 71,300	$ 488,000
2: (Boardman Interchange & New West Frontage Road)				
High	$1,847,200	$219,600	$463,500	$2,530,300
Low	$ 763,100	$136,500	$249,600	$1,149,200
4: (New East Road, Irrigon Interchange to old US730)				
High	$2,029,300	$225,200	$292,600	$2,547,100
Low	$ 849,900	$140,600	$157,600	$1,148,100

TABLE 3

CONSTRUCTION AND RIGHT-OF-WAY COSTS
(Prototype Cost Estimate)

ALTERNATES	Construction	Right-of-Way	TOTAL
1: (New Interchange)	$2,200,000	$19,000	$2,219,000
2: (Boardman Interchange and New West Frontage Road)	720,000	83,000	803,000
4: (New East Road Irrigon Interchange to Old US730)	$2,000,000	$57,000	$2,057,000

---

[1] The cost of a possible connecting road to Wilson Road is $564,200. This cost is not included in Alternate 1 as traffic volumes are so low that the road is not essential to satisfactory access to the Port of Morrow.

TABLE 4

COSTS SUMMARY

For Traffic To and From The Port of Morrow That Would Be Affected By Alternate Routes

ALTERNATES	Annual Veh.[1/] Opr. Savings	Prototype Const. Cost Estimate	Annual Cost to[2/] Repay Const. Cost	Benefit-Cost Ratio
1:				
High	$1,591,400	$2,219,000	$226,005	7.04
Low	$ 707,000			3.13
2:				
High	$ 129,000	$ 803,000	$ 81,786	1.58
Low	$ 45,800			0.56
4:				
High	$ 112,200	$2,057,000	$209,505	0.54
Low	$ 46,900			0.22

[1/] As compared to the No Build Option

[2/] Project Capital Recovery Factor (0.10185) for 20 years at eight percent.

Morrow County Court

Morrow County Courthouse
Heppner, Oregon 97836
(503) 676-9233

DONALD C. McELLIGOTT, County Judge
Ione, Oregon
WARREN H. McCOY, Commissioner
Irrigon, Oregon
DOROTHY KREBS, Commissioner
Ione, Oregon

January 29, 1980

Mr. Bill Cranford
State Department of Transportation
Transportation Building
Salem, OR 97310

Dear Sir:

Morrow County Court joins with the City of Boardman and Morrow County Port Commission in requesting an overpass east of the City of Boardman to serve the Port of Morrow area.

The present system creates times of undue congestion at the Boardman overpass and in the city center. Not only are harvest trucks and large vans using this route, but also with the advent of Harbor Timber a number of log trucks. The trucks coming in from the large irrigated areas south and east of the freeway and County Road FAS 829 come in and down the County Road #662, also known as Wilson Road. This road is becoming increasingly residential and is not built to handle this heavy traffic.

The overpass which we have understood was long promised would divert this traffic to the freeway west to the port district and the new overpass.

We respectfully request that you submit our request to the Department of Transportation.

Yours truly,

Donald C. McElligott, Judge
MORROW COUNTY COURT

DCM:ag

cc: Coulter 2-5-80

RECEIVED
STATE HWY ENG
FEB 6 '80
REFER TO
FOR
Info Inves R/D D/R Sign Act File

NOTED
WM. L. CRANFORD

RECEIVED
FEB 1 1980
URBAN STUDIES UNIT

9621

STATE OF OREGON

INTEROFFICE MEMO

8

TO: H. S. Coulter
State Highway Engineer

DATE: January 17, 1980

FROM: D. H. Moehring
Asst. State Highway Engineer

NOTED
H. S. COULTER

SUBJECT: Port of Morrow Interchange at Boardman

At the present time Bill Cranford is assembling a rebuttal to the FHWA turn down of the second interchange at Boardman. He has contacted the local officials for the purpose of getting any ideas for support for reconsideration of the interchange. Cranford's work should be finished next week and I have asked Bill Tebeau to get the data to you as soon as it is available.

DHM:pf

cc: Bill Cranford
Bill Tebeau

RECEIVED
STATE HWY ENGR
JAN 18 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains
Recycled
Materials
81-125-1387

9629

Form FHWA 121 (6/79)

8

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: New I-84 Access
Boardman Area

Date: December 19, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO-OR/711.11

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

NOTED
H. S. COULTER

I have carefully reviewed your December 3, 1979 submissions in which you requested permission to construct a new I-84 interchange to serve the Port of Morrow. You also requested Interstate financing for construction of the proposed interchange.

Based on your studies and other related information, I am unable to favorably support your request. My decision is based on the following:

1. Studies indicate the existing Boardman Interchange has adequate capacity to serve current and projected traffic including the Port of Morrow traffic.
2. Addition of another interchange in this area would severely violate interchange spacing criteria for this rural section of freeway.
3. A more cost effective alternate is available, i.e., construction of a frontage road to serve the Port of Morrow from Highway U.S. 730 in the vicinity of the existing Irrigon Interchange.

Since this is a completed section of Interstate, financing of a new interchange is not an eligible Interstate cost.

A copy of this memorandum, along with copies of your submissions are being forwarded to the Regional Administrator, the Federal Highway Administrator, and the Secretary of Transportation for their information.

GLGreen
G. L. Green

RECEIVED
STATE HWY ENGR
DEC 21 '79
REFER TO
[illegible]
FOR
Info | Inves | R/O | D/R | Sign | Act | File

12-26
Info - Walker
cc Hunter.
Martin
[illegible]
Cooper

cc w/Att:
FHWA (Adm, Wash DC)
FHWA (Reg Adm)
Secy of Transp

9429 8

DATE: December 3, 1979

TO: Mr. Glen L. Green, Division Administrator
Federal Highway Administration

TRA 7-8

FROM:
H. S. Coulter
State Highway Engineer

Attached is a report entitled Port of Morrow: Summary of Issues and Findings Concerning New I-84 Access. The report is a result of extensive cooperation between local agencies and my staff to show the compelling public need for:

1. Permission to construct a new I-84 interchange to serve the Port of Morrow.

2. Interstate financing for the interchange.

In reviewing the report I am convinced that the access problems of the City of Boardman and the Port of Morrow are unique. It is apparent that the planning for the relocated City and the Port were not adequate. It does not seem reasonable that the price for developing a firm agricultural economy should be the daily impact of several hundred heavy trucks rumbling down the city's only through street. I believe a mistake was made in denying direct Interstate access to the Port of Morrow.

I concur with the local statements of compelling public need and ask approval for an interchange and Interstate financing.

Secretary Goldschmidt recently met with local Port, City and County officials. I understand that he has indicated active interest in the matter and is anticipating such an application through normal channels. For this reason you may want to give your early attention to this request.

Attachment
cc: G. W. Peck, Mayor, City of Boardman
E. S. Toadvin, Manager, Port of Morrow
Donald C. McElligott, Judge, Morrow County
Mayor Foster A Odom, Chairman, ECOAC, Pendleton
Charles W. Davis, Jr., ECOAC
WLC:dpy jh
bc: F. B. Klaboe (w/attachment)
W. E. Schwartz (w/attachment)
D. H. Moerhing
Bill Cranford

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
Project Management Branch
Urban Studies Unit

PORT OF MORROW: SUMMARY OF ISSUES AND FINDINGS CONCERNING NEW I-84 ACCESS

Introduction and Summary

The local residents of Boardman and Morrow County have long sought an additional access to I-84 to serve the Port of Morrow. The Highway Division, Oregon Department of Transportation fully supports the local efforts. However, construction is unlikely without Interstate financing. Maps 1 and 3 show the City of Boardman, Port of Morrow and vicinity.

This report is essentially a summary of local and state studies to present justification to the Federal Highway Administration (FHWA) for:

1. Permission for a new access to I-84, to directly serve the Port of Morrow.
2. Interstate financing to construct the new access.

The Port of Morrow-City of Boardman interstate access situation is unique because of the many Federal actions in the area and the resulting severe impacts. It seems clear that local persons could plainly foresee the critical need for additional access and that a mistake was made by the Bureau of Public Roads (now Federal Highway Administration) in denying the requests.

The record shows that local officials and citizens repeatedly requested additional access before plans were finalized, and before, during and after construction. Furthermore, the records show that local people believed that additional access would be provided by the BPR when needed. It was only on this belief and condition that local officials approved the freeway location and allowed severance of a number of local roads to facilitate construction of the freeway.

The official written BPR posture was consistently negative to additional access. However, in informal meetings the local people were apparently assured by BPR representatives that additional access would be provided when needed. Documentation to support these views are in Appendices "A" and "B".

Obviously, the FHWA is not responsible for all the local area problems created by Federal actions. However, the freeway is such a controlling factor for access to the city and the port that no real improvement can result without additional freeway access. There is substantial local frustration in that they have experienced the many negative impacts from Federal actions, but they have not been able to find a way to get Federal corrective action.

The folowing list of major Federal actions contributes to the unique need of additional access.

1. The entire city was moved to avoid inundation when the John Day Dam was built.
2. The new city was bisected by I-84, with most of the Port of Morrow being north of the freeway, with access only through the city center on city streets.
3. As mentioned above, the freeway bisects the city and all travel between the two parts of the city must go over the single two lane overpass of the freeway. This presents a dangerous situation in case of an emergency, and impacts growth of the city. Expansion

of the city limits to the south is blocked by a Federal bombing range. The dam pool prevents city growth to the north.

4. The railroad was also Federally relocated. The only access to the water front for the City or the Port is via a very substandard wooden bridge over the railroad, which bisects the Port.

5. The wooden bridge over the railroad was built by the Corps of Engineers and was never accepted by the City or County. There is no maintenance by any agency. This Federal action is a substantial deterent to port development between the railroad and the river.

Contents of This Report

As previously stated, this report is a summary of local and State efforts to obtain new I-84 access and Interstate funding.

Additional documentation are attached as Appendices to this report as follows:

1. Appendix "A" is a file of correspondence concerning local and State efforts to obtain additional access to I-84. It shows that efforts were continuously made to obtain additional access prior to and during construction.

2. Appendix "B" is a locally compiled response to Item 6 (compelling public need) of the required documentation as listed in The 1979 Estimate of The Cost of Completing The Interstate System.

3. Appendix "C" is an ODOT report covering the origin-destination survey of traffic conditions relating to the Port of Morrow and the City of Boardman. The report concludes that an additional interchange is warranted and is cost effective. Benefit-cost ratios are listed.

Required Documentation

The 1979 Estimate of the Cost of Completing The Interstate System gives the following information:

"State documentation for justification of an additional interchange normally will include the following information in addition to other data demonstrating public benefits or need:

(1) A statement of the type and condition of the crossroad including:

  a. The system or regional plan of which it is a part.

  b. ADT, current and design year; through and turning.

  c. Number of existing traffic lanes and type of highway.

  d. Probable number of traffic lanes for the design year.

  e. Distance to and size of communities directly served.

  f. Distances to the next interchange in each direction.

(2) An analysis of the crossroads, the other roads and streets in the area, and the relation of the interchange to them and to other interchanges to assure the ability of the said streets and roads to effectively collect and distribute Interstate highway traffic.

(3) The relationship of the interchange to adjacent interchanges of the Interstate highway and the acceptable merge and diverge lengths, and the ability to sign adequately.

(4) The existence of other roads or streets, or the probability of developing them generally parallel to the Interstate System, which could be used by Interstate highway traffic by way of interchanges other than the one under consideration in traveling to and from its origin or destination.

(5) A statement of the cost resulting from construction of the interchange, together with the estimated benefit-cost ratio, as part of a cost effectiveness analysis.

(6) A special case where the interchange is clearly necessary to serve a compelling public need."

This section will respond to Items 1 through 5. Appendix "B" and other sections of this report respond to Item 6.

(1) a. The proposed interchange on I-84 would provide the only direct access to the Port of Morrow. The interchange and the crossroad are a part of the comprehensive plans for the City of Boardman, the Port of Morrow and Morrow County.

b. Current (1978) and future (1980 and 2000) traffic volumes are shown on Map 2.

c. At present, the crossroad does not exist. A serviceable two lane structure over the railroad exists that was formerly a part of US730. This facility will be used in conjunction with new construction to allow access to the Port area north of the railroad.

d. The interchange and access road to the Port of Morrow will be two lanes. This will be adequate for design year traffic.

e. The following nearby communities are shipping directly in and out of the Port of Morrow and will be served by the proposed Port of Morrow Interchange.

The center of the City of Boardman, having a population of 1,300 is two miles from the proposed interchange.

The center of the City of Boardman, having a population of 1,300 is two miles from the proposed interchange.

The City of Heppner has a population of 1,700 and is 41 miles from the interchange.

The City of Ione has a population of 400 and is 41 miles from the interchange.

The City of Irrigon having a population of 500 is nine miles from the interchange.

The City of Lexington having a population of 300 is 32 miles from the interchange.

The City of Hermiston has a population of 8,200 and is 27 miles from the interchange.

The Port pf Morrow Industrial Area is half mile from the interchange. No population figures are available.

The above population figures are for the incorporated cities, and do not reflect the population of the surrounding agricultural communities.

f. The Boardman interchange would be the closest interchange to the proposed facility, and would be approximately 1.8 miles to the west. The Irrigon interchange would be approximately two miles to the east.

(2) The railroad bisects the Port of Morrow. The only paved access from I-84 to either the north or south parts of the Port is via Main Street in the City of Boardman. The Main Street structure over the railroad to the north part of the port is an old wooden bridge with excessive grades, constructed by the Corps of Engineers. This structure was never accepted by the City or County and ownership by the Corps of Engineers is denied. There is no maintenance responsibility accepted by any agency. Although there is no load limit now, it is obvious that with no maintenance a load limit will be necessary, eventually. When this happens the Port will have virtually no access by which the north portion can be developed.

Development of the north part of the port has been delayed by poor access, but is underway. A recent contract between Harbor Timber Company and the Port implements a log dump and rafting operation on the Columbia River. Fourty log trucks per day will add to the heavy truck traffic through the city.

There are no existing streets that provide interstate traffic with an alternate route into the city or the port. The existing streets are not adequate for the high volume of heavy trucks.

The freeway bisects the City of Boardman. The single existing two lane overpass is not adequate to allow city development. There are no fire or emergency facilities located south of the freeway. An accident blocking the overpass could result in serious consequences in an emergency.

The proposed interchange would allow both the City and the Port to develop with an alternate route available for regular or emergency use.

(3) The proposed interchange would be located approximately 1.8 miles east of the Boardman Interchange. It would be about two miles west of the Irrigon Interchange. The reason for the choice of location is so that an existing structure over the railroad can be used to serve the north part of the Port. Also, to avoid an electrical power substation to the east. There is sufficient distance in both directions for signing and maneuvering.

(4) Appendix "D" addresses parallel frontage roads as alternatives to a new interchange. Because of development, a frontage road using the Boardman interchange to the south part of the port is not practical. It would not aid the substantial out of direction travel that currently exists.

A frontage road from the east using the Irrigon Interchange would not respond to needs of traffic from the west to avoid out of direction travel. This traffic would have a 13 mile round trip out of direction travel to the south part of the Port and an 18 mile round trip out of direction travel for traffic to the north part of the port.

Port traffic to and from the west has sharply increased due to new vegetable processing plants, since the Origin-Destination (O-D) survey was made (Appendix "C"). Thus the frontage road option is even less desirable than indicated by the O-D report. Also, a frontage road does not respond to the need for additional access across the freeway.

(5) Appendix "D" contains Cost Estimates and Benefit-Cost ratios. The ratio is 6.10 to 1 for the "high" annual savings estimate and 2.59 for the "low" estimate.

(6) The special case of Compelling Public Need is covered by Appendix "B" and other sections of this report.

Elaboration of Local Officials Comments and Appendix Documentation

Construction of the proposed interchange with Interstate funding will respond to the following local, State and Federal actions, concerns and issues.

1. The local officials were convinced that an additional interchange would be provided by the Bureau of Public Roads (BPR) when it became necessary, and allowed all of the north-

south county roads to be "cut". This BPR commitment is indicated by documentation in Appendix "B", attachment 14, Page 3.

2. There were repeated efforts by local and state representatives to obtain additional access before and during the construction of what is now I-84. Some of these efforts are documented by Appendix "B".

3. The new interchange will remove heavy truck traffic from downtown streets, and reduce premature distruction of city streets that were not designed to handle heavy loads. The impact of 900 heavy trucks per day is substantial.

4. An important safety improvement will result from removing 2,700 vehicles per day, 900 of which are heavy trucks, from an area where school children cross Main Street or get on and off of school buses each day.

5. The new interchange will prevent traffic back-ups on the freeway, caused by slow moving heavy trucks on the existing interchange ramps.

6. The new access will provide service to a developing centralized food processing Industrial Park complex that is consistent with national, state and local goals. This will aid economic development of a growing regional transportation, industrial and employment center, and provide currently needed service to public use facilities and major traffic generators.

7. Due to construction of the John Day Dam, the town of Boardman was forced to relocate. The dam reservoir has eliminated any expansion to the north.

8. Construction of the Interstate Highway (now I-84) so that it has divided the city, created the possibility of emergency problems and impacted the city's expansion to the south.

9. The U.S. Governments acquisition of 96,000 acres of land immediately south of Boardman for use as a bombing range for the U.S. Navy. This also serves as an obstacle to expansion of the City and growth of irrigated agriculture.

10. Subsequent leasing of the western 47,291, acres of the bombing range to the Boeing Company has increased the problems of Boardman. The company has been actively engaged in

growing crops under irrigation and pursuing an application with the Department of Energy for construction of wind generation facilities.

11. A consortium of power companies led by Portland General Electric has developed a plan to construct a complex of coal and nuclear plants south of Boardman. Coal plant construction is mid-way toward completion. Rail shipment of coal is the only possibility unless improved access to the north part of the port would allow water delivery to be feasible.

12. A potential agreement between the City of Portland and Morrow County could ship digested sewage sludge from Portland to Boardman for development of additional agricultural land. Again, improved access to the north part of the port is essential to possible water bourne delivery.

13. In addition to serving the Port of Morrow and the Industrial Park, the proposed interchange would also serve the planned airport facility which has been recently approved by the Federal Aviation Administration. This facility will be located northeast of the Port of Morrow.

14. There is an increasing number of corporate farms that recognize the potential of the northern Morrow County area for agricultural production, and have located in the area. These farms depend on the Port of Morrow for incoming supplies and the processing and shipment of products.

Map 3 is a satellite photograph showing the Boardman-Port of Morrow area. The circles are pivot irrigated farm plots of 135 acres each. The limiting factors of the John Day Dam pool, the bombing range, the railroad relocation and location of I-84 are shown by this photograph.

Thus, it appears that one Federal action provides port development opportunities, but other Federal actions deny or prevent direct access to much of the port area.

Prior to the freeway construction there existed a number of north-south access roads from old US20 to what is now the port and city areas.

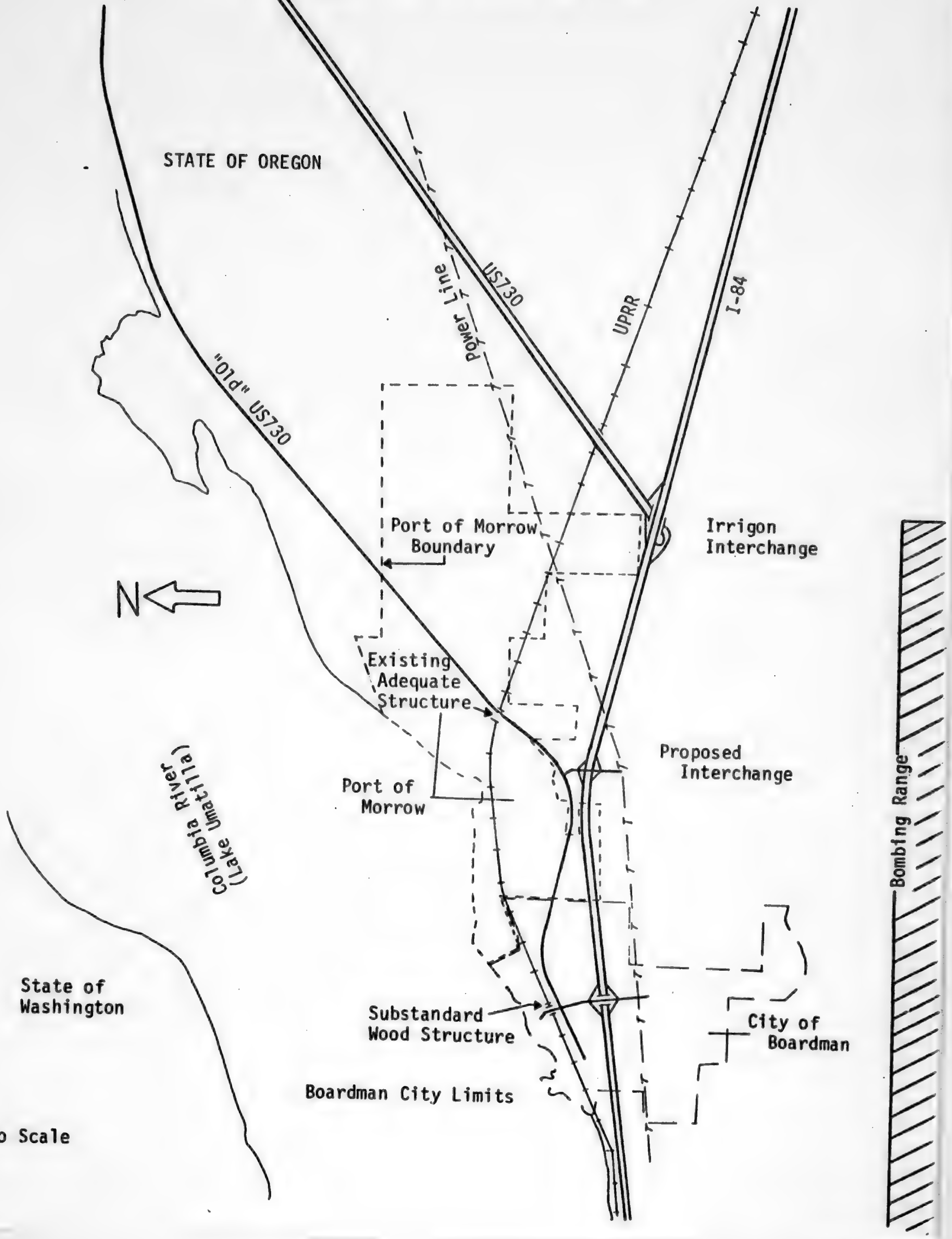
Local residents voluntarily severed the crossroads to allow freeway constructions. However, local people stress that they would never have approved relinquishing access, except that they were promised additional access would be provided by the Bureau of Public Roads when needed (see Appendices "A" and "B").

Mel Holmes/Bill Cranford

November 29, 1979

MAP 1

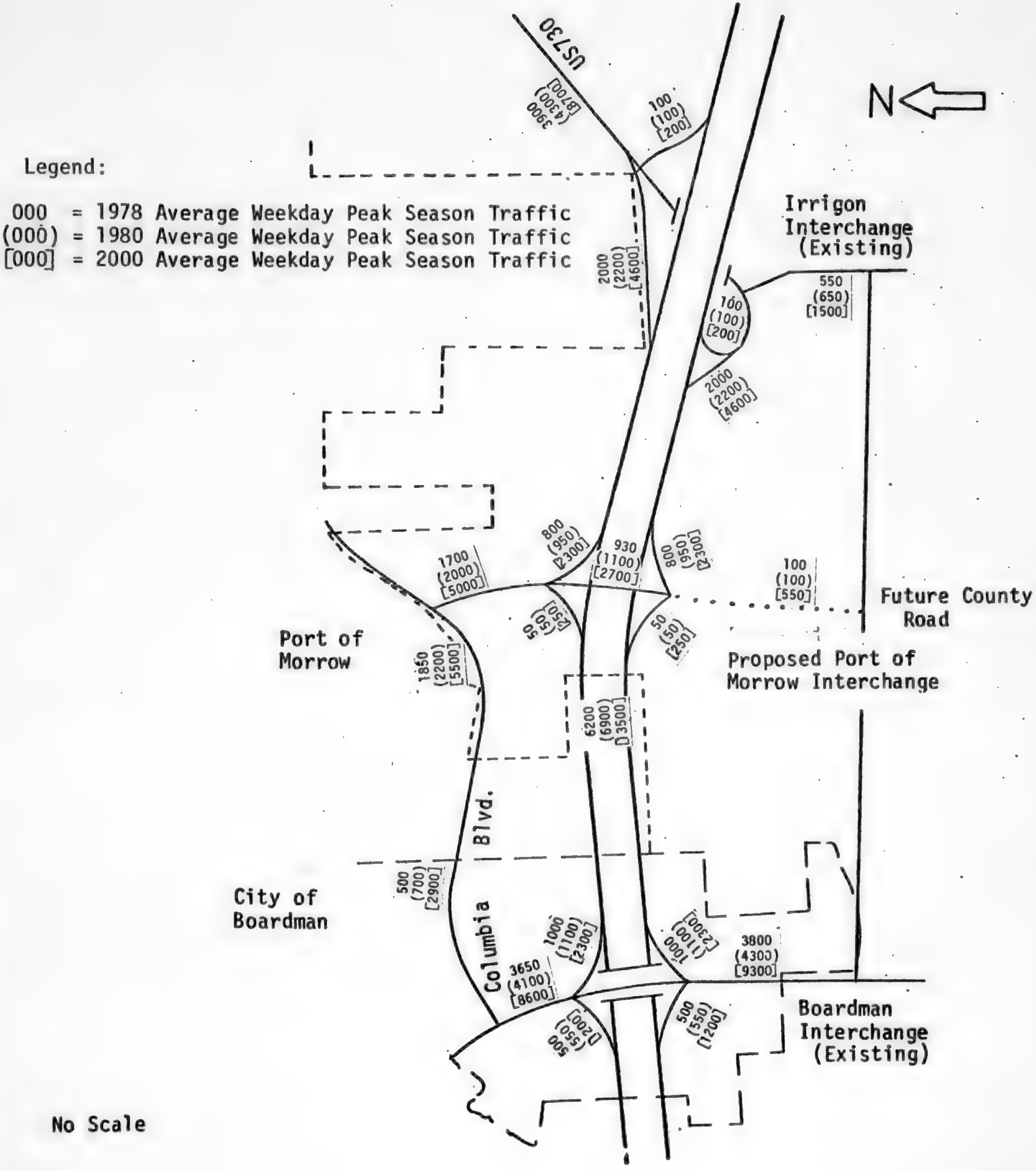
CITY OF BOARDMAN, PORT OF MORROW AND VICINITY


STATE OF OREGON
Power Line
US730
UPRR
I-84
"Old" US730
Port of Morrow Boundary
Irrigon Interchange
N
Existing Adequate Structure
Port of Morrow
Proposed Interchange
Columbia River (Lake Umatilla)
Bombing Range
State of Washington
Substandard Wood Structure
City of Boardman
Boardman City Limits
No Scale

MAP 2

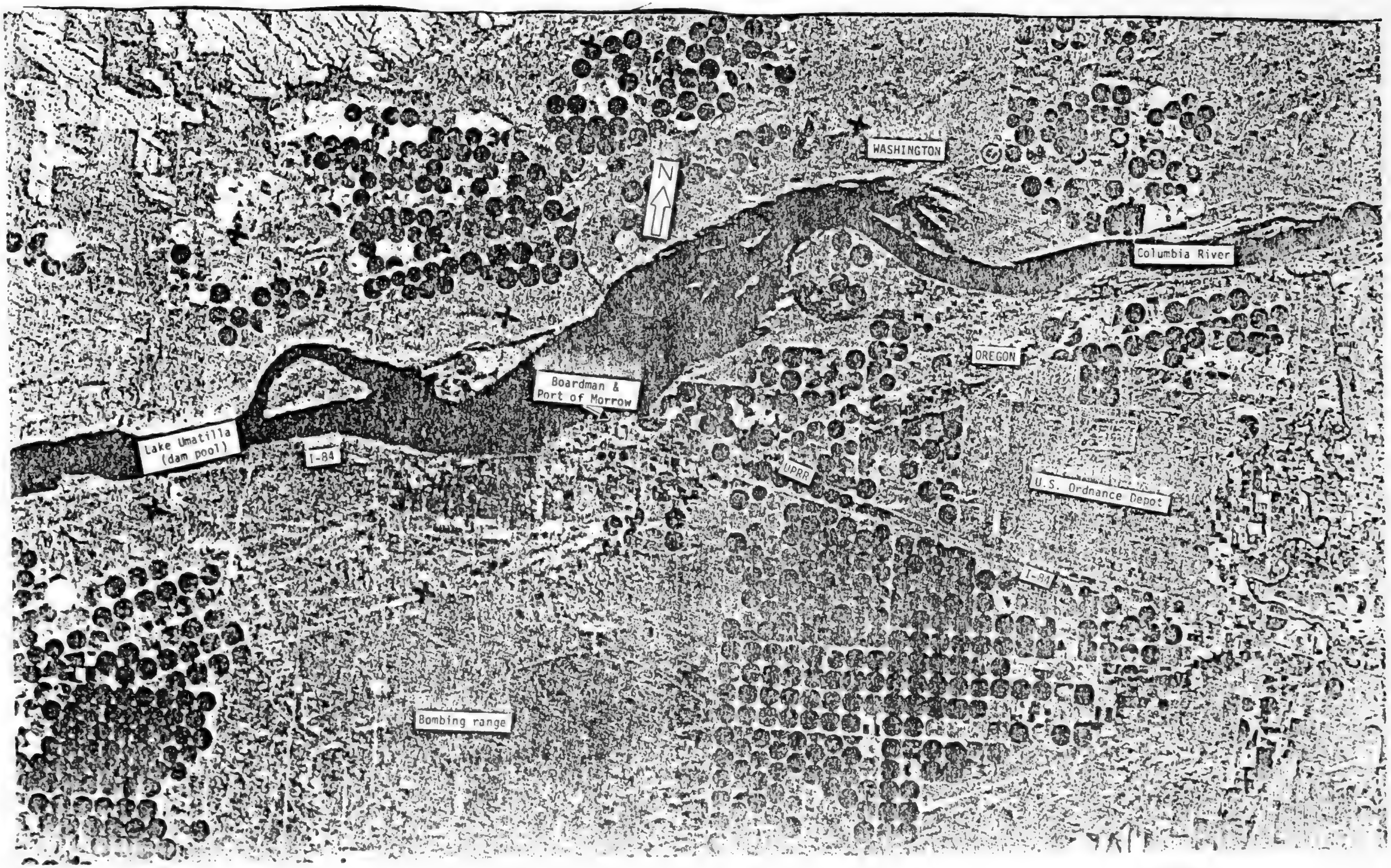
TRAFFIC FORECASTS

Response to Item 1, b, 1979 Estimate of The Cost of Completing The Interstate System


Legend:
000 = 1978 Average Weekday Peak Season Traffic
(000) = 1980 Average Weekday Peak Season Traffic
[000] = 2000 Average Weekday Peak Season Traffic
N
US730
3900 (4300) [8700]
100 (100) [200]
2000 (2200) [4600]
Irrigon Interchange (Existing)
100 (100) [200]
550 (650) [1500]
2000 (2200) [4600]
1700 (2000) [5000]
800 (950) [2300]
930 (1100) [2700]
800 (950) [2300]
100 (100) [550]
Future County Road
50 (50) [250]
50 (50) [250]
Port of Morrow
1850 (2200) [5500]
Proposed Port of Morrow Interchange
6200 (6900) [13500]
Blvd.
Columbia
City of Boardman
500 (700) [2900]
1000 (1100) [2300]
1000 (1100) [2300]
3650 (4100) [8600]
3800 (4300) [9300]
500 (550) [1200]
500 (550) [1200]
Boardman Interchange (Existing)
No Scale

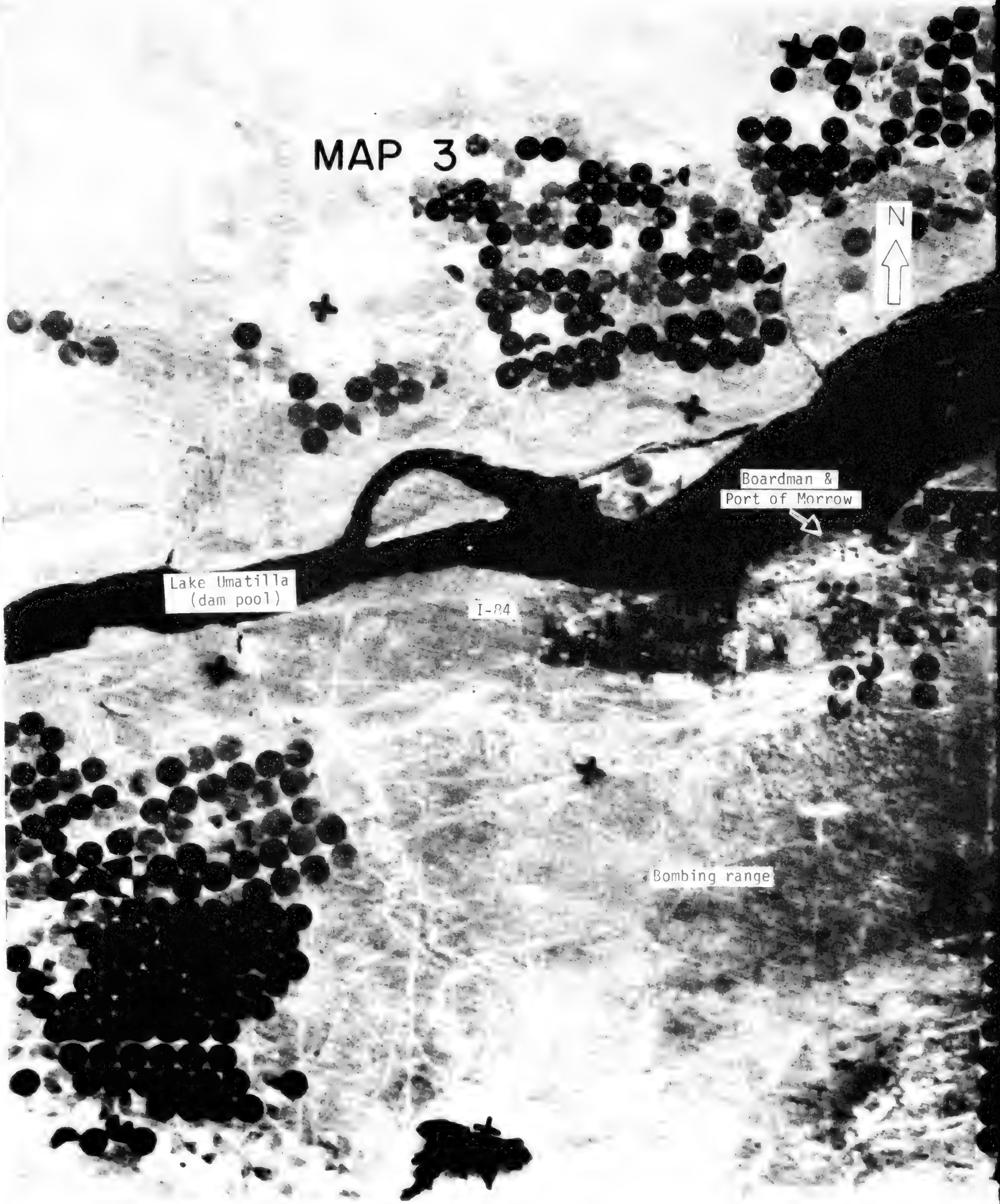
MAP 3

CITY OF BOARDMAN, PORT OF MORROW & VICINITY
(Satellite Photograph)


WASHINGTON
N
Columbia River
OREGON
Boardman &
Port of Morrow
Lake Umatilla
(dam pool)
I-84
UPRR
U.S. Ordnance Depot
I-84
Bombing range

Scale:
1" = 3 Miles

MAP 3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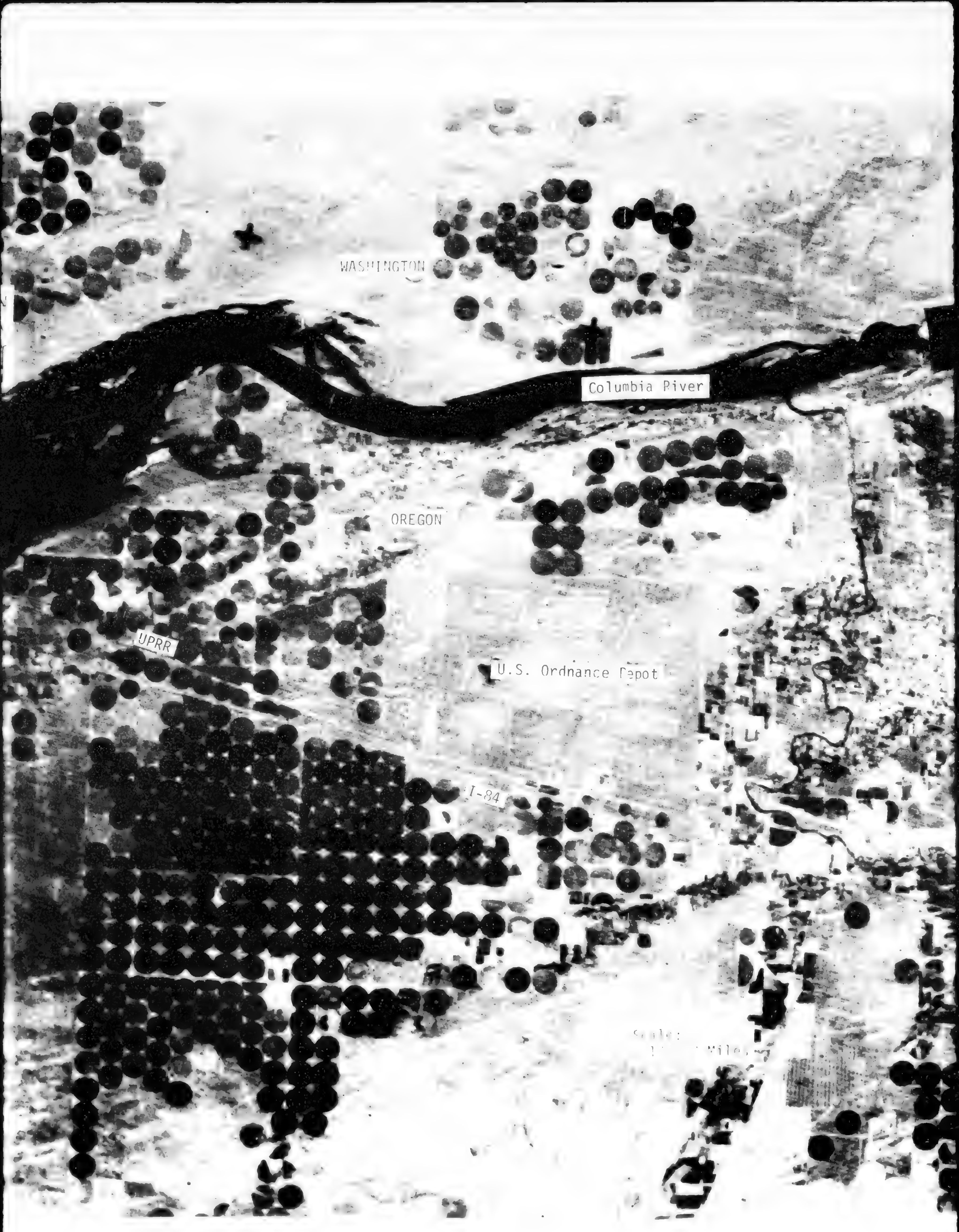
Boardman &
Port of Morrow
Lake Umatilla
(dam pool)
I-84
Bombing range


WASHINGTON
Columbia River
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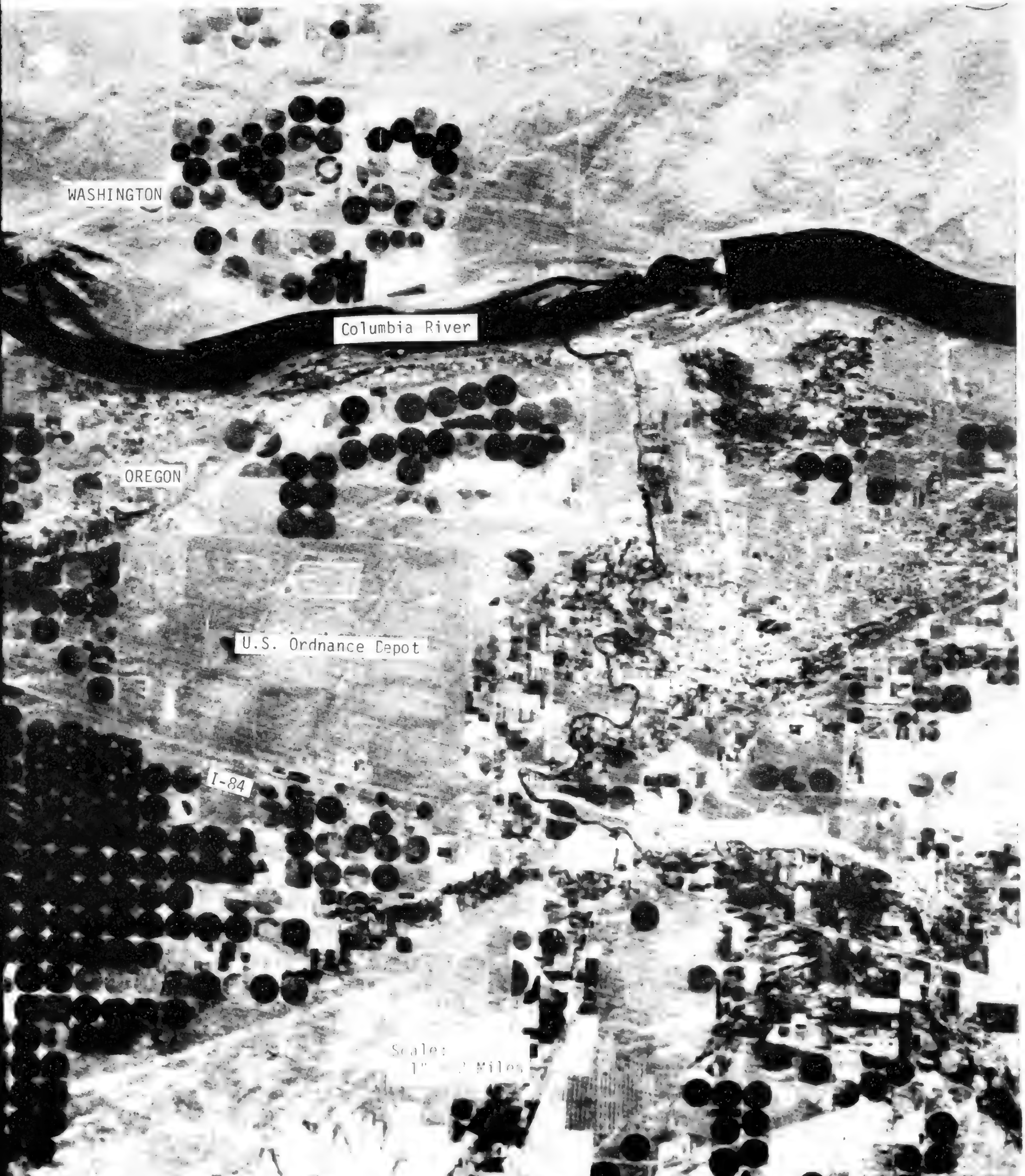
Scale:
1 [illegible] Miles


WASHINGTON
Columbia River
OREGON
U.S. Ordnance Depot
I-84
Scale:
1" = 2 Miles

APPENDIX A

Form CD-121
(11-63)

STATES GOVERNMENT

Memorandum

Show
Try again [illegible]

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

DATE: October 2, 1964

In reply refer to: 08-35.2-DA

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

ROM : A. W. Parsons, Division Engineer
Salem, Oregon

JM
10-14

JBJECT: Oregon I-80N-5(10)157
Proposed East Boardman Off-ramp

Mr. Olson's letter dated September 29 requested our consideration of a proposal by Morrow County to leave the existing connection to the old Oregon Trail Highway when the Interstate construction is complete in this area. In effect, this would constitute a new point of access to the Interstate which has little if any supporting data to warrant its approval. This area will be adequately served by a diamond interchange at Boardman.

This office recommends that the contract plans be carried out as originally planned. If you still desire further consideration of this proposal, documentation similar to that required on page 20 of the Instruction Manual for preparation of 1965 Cost Estimate will be necessary. The addition of any point of access to the Interstate requires the approval of the Administrator. It is only fair to state that, unless vital information exists which this office is unaware of, our recommendation to the Administrator will be negative.

CONSTRUCTION DIVISION
RECEIVED
OCT 14 1964
NOTED ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

RECE
OCT 6 1964
OFFICE
STATE HIGHWAY ENGINEER

Olson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

2-8-4-B

September 29, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Subj: Proposed East Boardman Off-ramp
Airport Road-Irrigon Junction Section
Morrow County

Dear Sir:

We have been contacted by officials of Morrow County in regard to a desired westbound off-ramp east of Boardman. This would be, in effect, leaving a connection to the existing Old Oregon Trail Highway where we swing away from it east of Boardman.

We plan, under the present contract, to obliterate the pavement from the point of divergence of the new and old highway to the point where the old Irrigon Interchange (or Boardman Interchange) exists. The structure and all legs of this interchange, except the old ~~west~~ east to ~~east~~ west leg, would be obliterated. The ~~west~~ east to ~~east~~ west leg would be used as the connection from the old Columbia River Highway to the existing Old Oregon Trail Highway.

It is the County's thinking that an off ramp utilizing the existing Old Oregon Trail Highway and leaving the old Irrigon Interchange intact would be a valuable asset to the industrial sites and port facilities that are envisioned just upstream from Boardman.

It must be stated that only very preliminary planning has been done for the Port of Morrow Commission by Cornell, Howland, Hayes and Merryfield and no definite commitments have been made. The necessity for the off-ramp is not readily apparent at this time but the area and possibilities exist, and it is believed that such a connection could be made at little cost at this time using much of the existing facility which will otherwise be torn out and obliterated. The specific area of the proposed off-ramp is shown on sheets 23 and 16 of the Airport Road-Irrigon Junction Section plans (I-80N-5(10)157).

Your early consideration of this matter is requested since the structure removal and pavement obliteration is on the present contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By A D Olson
A. D. Olson
Urban Engineer

DO:in

~~[illegible]~~
2-0-4-B

Salem, Oregon
August 24, 1964

Mr. A. F. Parson
Division Engineer
P. O. Box 380
La Grande, Oregon

Airport Rd.-Irrigon Jct. Sec.
Old Irrigon Jct. Structure
Opposite Station 1492

In line with your recent letter regarding the above structure, I have been advised by Mr. Shaw that if the County wishes the structure retained, we will not remove it. However, it would be necessary that the County take over justification of this structure.

County Judge Peterson requests that an off-ramp be constructed from 30N which must be denied.

I understand Mr. Cox is to contact the Judge regarding the possibility that the County take over maintenance on part of old 730 route. At the same time, discuss with them the possibility of their maintaining part of old US 30 if they wish to maintain the structure.

We will not, however, leave the structure in place and keep the maintenance of it for the Highway Department.

F. D. Morgan
Construction Engineer

By

D. J. Barbee
Ass't. Construction Engineer

DJB:mm

B.

FORM E-30 30M 12-63 84674

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 17, 1964

SUBJECT: Airport Road-Irrigon Jct. Section
Old Irrigon Jct. Structure opposite
Station 1492

To:

F. D. Morgan
Construction Engineer
Salem

On August 12 Mr. Coulter sent you a copy of a Memo to the Files concerning the old structure opposite Station 1492 just east of Boardman. Mr. Coulter mentioned a request from the Morrow County Court asking that this bridge be left as is. We are enclosing herewith this letter from Morrow County Judge Oscar Peterson, in which the Judge asks for the retention of the old structure as well as asking for an off-ramp on the westbound Interstate Highway, this off-ramp to be just east of the present old structure.

It would be my recommendation that the bridge be left but that the construction of the off-ramp be denied. Possibly, if the old bridge is left in, this will be used as a lever for the construction of the off-ramp later on. If this is the only reason for leaving the old structure, then we should tear it down. Please advise your wishes.

A. F. Parson
Division Engineer

AFP:if

Attachment

cc: H. S. Cox

RECEIVED
AUG 1 8 1964
OREGON
STATE HIGHWAY COMMISSION

C
O
P
Y

Mid-Columbia Planning Council
P. O. Box 893
The Dalles, Oregon 97058

August 12, 1964

Mr. Forrest Cooper, Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Cooper:

The County Court of Morrow County has written Mr. Parson of your agency in La Grande and asked that the abandoned overpass structure of the abandoned 730 highway in section 10 east of Boardman be retained and that access be given of the new US 80 North to abandoned US 30 immediately east of the relocated 730 interchange.

The court and the Port of Morrow asked me to prepare preliminary maps showing the value of the proposed access to serve the port and recreational areas of Morrow County and as a north arterial serving the Boardman area.

Would you please give this problem your highest consideration, as it will make job development much easier in this area.

Sincerely,

Rupert Kennedy
Director

Enc: 2 maps
Copies: Judge Owen E. Peterson
Dewey E. West

FORM 2-30X 30M 3-63 49808

Morgan
2-8-4-B

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 12, 1964

To:

SUBJECT: ~~Airport Road-Irrigon Jct. Section~~
Old Irrigon Jct. Structure opposite
Station 1492

MEMO to the FILES:

On Monday, August 10, we received a telephone call from Mr. Rupert Kennedy, who previously did some work on the Boardman Bombing Range and is now working for Tri-County, or some such development group in the Boardman-Arlington area. Mr. Kennedy stated that some of the people in Boardman and/or with the Morrow County Port were interested in the Highway Department not removing the Old Irrigon Junction structure opposite Station 1492 on the Airport Road-Irrigon Junction Section. He was not sure just what the reasons for this request were. On August 11, I contacted several people in Boardman before finding out the reasons for this request. Apparently Dewey West, the present mayor of Boardman, and Buster Rand, both of whom are on the Port Commission, envision an industrial development north of our freeway throughout this area of such magnitude that will require the need of a westbound off-ramp for traffic into the industrial area, at which time the structure could conceivably eliminat some traffic hazard. I advised Mr. Rand and the two county commissioners present at this discussion that I thought that the chances of an off-ramp being constructed here are about "one in a million." Nevertheless, it is their conviction that the public should not spend money for demolishing the structure because of this possibility of future need. The two county commissioners; namely, E. O. Ferguson and Walter Hayes, indicated that the county court would write the highway department a letter requesting that the structure not be demolished. Apparently, the Port Commission is going to write a letter to the county court advising them of their wishes.

In checking with the county and city division, I was advised that the present plan of our department is to ask Morrow County to take over that portion of the existing highway in the Boardman area that will not be used as part of our State Highway system, therefore, this structure and the area around the structure is going to be given to Morrow County. I, therefore, can see no reason for our knocking down the bridge if Morrow County wants it left there. Particularly since this can save some money in our overall contract pot. I asked Lloyd Johnson to halt any activity by Rogers Construction Company towards removal of this structure pending receipt of this letter from Morrow County Court. The State should be liable for the cost of moving the crane onto and off the project in that this was moved in for the specific purpose of demolishing the structure.

I discussed the situation with Mr. Decker this date, who is going to advise the front office.

HSC:if

E. S. Coulter
E. S. Coulter
Assistant Division Engineer

cc: F. D. Morgan
H. S. Cox

[illegible] Shaw
[illegible]
[illegible]

CONSTRUCTION DIVISION
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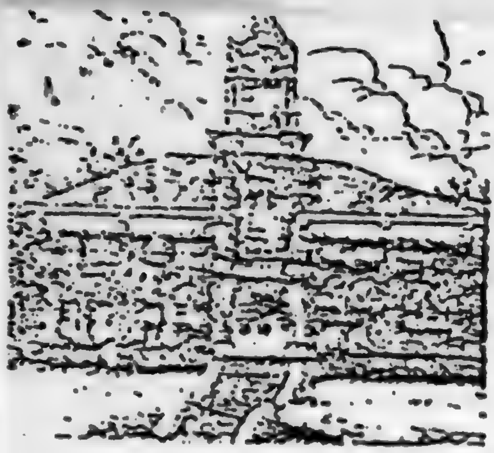
AUG 13 1964
[illegible] C B



MORROW COUNTY COURT

OSCAR E. PETERSON, Judge
Heppner, Oregon
E. O. FERGUSON, Commissioner
Heppner, Oregon
WALTER HAYES, Commissioner
Boardman, Oregon

Heppner, Oregon
August 12, 1964

A. F. Parsons, Division Engineer
Oregon State Highway Department
LaGrande, Oregon

Dear Mr. Parsons:

It has come to me that the interchange, overpass, in the old Highway 730 in the Boardman area is to be done away with. This interchange is located more exactly in Sec. 1, 4N 25E.

Two requests have come to me that this overpass be retained. One request includes that an off ramp, west bound from U. S. 80, to abandoned U. S. 30, be included in construction now under way. This ramp would serve as an arterial road to the port and commercial areas of Boardman, Oregon.

Yes, we do want to retain the abandoned overpass and ask for the off ramp mentioned.

Sincerely,

Oscar E. Peterson
County Judge

OEP:h

RECEIVED
JUL 23 1958
FOR FILING

Olym
~~NPGED~~ Hist
~~Chief, Engr Div Files~~
War Dept

R

Relocation of Boardman, John Day Project. Meeting with City Officials.
C. O. Hansens 18 July 1958

Hansens/gb

1. On 16 July 1958 a meeting was held at Boardman, Oregon with the following persons in attendance.

John Day Dam

See note #4

Representing Corps of Engineers:

Colonel Wm. F. Hart	Deputy District Engineer
Mr. A. C. Ross	John Day Dam Coordinator
Mr. J. Batt	Real Estate Division
Mr. C. O. Hansens	Relocations

Representing Cornell, Howland, Hayes and Merryfield:

Mr. Holly Cornell
Mr. W. Staton
Mr. J. H. Ball

Representing Oregon State Highway Department:

Mr. V. D. Wolfe

Representing Boardman:

NOTED
COOPER

Mr. J. Tatone	Mayor
Mr. George Weise	Council - Planning Commission
Mr. W. Hayes	Council - Planning Commission
Mrs. E. J. Gillespie	Recorder
Mr. R. Cronquist	Planning Commission
Mr. E. J. Kuhn	Planning Commission
Mr. Vernon Russel	Planning Commission
Mr. H. B. Rand	Planning Commission
Mr. S. Anne	Planning Commission
Mr. D. West	Planning Commission
Mr. A. Allen	Planning Commission

Others present:

Mr. N. Nelson	CD Director Morrow County
Mrs. Frank Marlowe	Newspaper Reporter
Mr. David Cole	University of Oregon Anthropology Department

WCW

NPWGD
SUBJECT: Relocation of Boardman, John Day Project. Meeting with City Officials. C/M (Cont)

2. The purpose of the meeting was to discuss the plan of relocation as presented by the consulting firm to the city officials and the City Planning Commission.

3. Colonel Hart was introduced by Mr. George Wedes, Chairman of the City Planning Commission. Colonel Hart discussed the previous meetings that had been held and introduced Mr. H. Cornell. Mr. Cornell presented the plan as prepared by the consultants; and Mr. Bell, who is associated with him, presented the reasons for certain decisions which had been made during the planning operation.

~~4. During these presentations a definite point was established that the decision to reduce the points of access to the Boardman Interchange from six points to two points—one on each side of the highway—had been made by the Regional Office of the Bureau of Public Roads and is to be considered a requirement of the national system of Interstate and Defense Highways. Mr. Victor Wolfe of the OSHD spoke briefly on interchange design of the safety features which were involved.~~

5. Colonel Hart summarized the presentations which had been made and requested that the City of Boardman forward to this office a letter which would indicate their approval or disapproval of the basic plan for the City as presented. This letter would not necessarily indicate an approval of the interchange as it is presently designed. He also spoke briefly of the impact of the omnibus bill which was passed at the recent Congress.

6. Mr. A. C. Hoss discussed the most probable sequences of construction operations and emphasized that work prior to July 1959 is extremely unlikely.

C. C. HANSEN

CONSTRUCTION DIVISION
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1958
NOTED ☐☐☐☐☐
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JUL 23 1958
FOR FILING

Adm
U.S. Govt.
War Dept.
John Day Dam

file R

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1958

SUBJECT: Report of Meeting
Representatives of Corps of Engineers
and the City of Boardman
Concerning the Relocation of
Boardman

To: Mr. Tom Edwards
Construction Engineer
Office

As instructed, I attended the meeting between Representatives of the Corps of Engineers, Walla Walla District, and representatives of the town of Boardman July 16, at Boardman.

Opening remarks were made by Colonel Hart reviewing past meetings, etc. just to bring things up to date, pointing out that the main reason for this meeting was the change in the design of the interchange which necessitated a change in the plan for the relocated town of Boardman. Colonel Hart emphatically pointed out that the change was not due to a reversal of Highway Department policy, but rather a refusal of the Bureau of Public Roads to concur in the design.

Colonel Hart turned the meeting over to Mr. Cornell of Howland, Hayes, Merryfield and Cornell, who reiterated the blaming of the Bureau of Public Roads for the change. Mr. Cornell then turned the meeting over to Mr. J. Haslett Bell, who reviewed acrimoniously in great detail the effort put into the planning of the relocated Boardman townsite based upon the "everchanging" interchange designs and desires of those responsible. He eventually got down to the latest design stating that we had evidently returned to the "horse and buggy" days of interchange design; which, it would appear to me, was to cover up his inability to successfully design the relocated town of Boardman (granted, it is not within my jurisdiction to pass judgement).

Mr. Cornell asked me to stand up and be questioned. It is the consensus of opinion of the representatives of the town of Boardman that the interchange, as now designed, is no more satisfactory to them than was the original interchange design satisfactor to the Bureau of Public Roads. The townspeople present were extremely kind and polite in their remarks and questions, giving one the impression that they will fight fairly for what they want and accept gracefully what they get. During the somewhat prolonged question and answer period, with the writer at the receiving end, it was determined that since the townspeople were not satisfied with the interchange, the objection had to be addressed to the Bureau of Public Roads since it was the offender in their eyes. We arrived (I hope correctly) at the following method of procedure to wit; an official remonstrance be addressed to the Bureau of Public Roads in care of the Oregon State Highway Department.

FILED
FORREST COOPER

This copy to Cooper —
a watered down version sent to BPR

Scheduling of the work in the Boardman area, of course, was of vital interest to those present and I reiterated the statements made previously to the Corps of Engineers that our schedule of reconstructions on U. S. 30 would be geared as nearly as practicable to the desires of the Corps of Engineers. It was pointed out by the Corps that this desire was a tentative date of 1959-1960 for construction of this section of freeway.

Victor D. Wolfe

Victor D. Wolfe
Assistant Chief Locating Engineer

VDW:fp

RECEIVED
JUL 22 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Source: Corps of Engineers File

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JUL 23 1958
FOR FILING

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U.S. Govt
War Dept.
John Day Dam

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 22, 1958

SUBJECT: Report of Meeting
Representatives of Corps of Engineers
and the City of Boardman
Concerning the Relocation of
Boardman

To:
Mr. Tom Edwards
Construction Engineer
Office

L

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Victor D Wolfe
Victor D. Wolfe
Assistant Chief Locating Engineer

RECEIVED
JUL 23 1958
OFFICE OF
STATE HIGHWAY ENGINEER

VDW:fp
cc Forrest Cooper
C. G. Polk

NOTED
FORREST COOPER

CHAIRMAN
Mayor Foster Odom

VICE CHAIRMAN
Judge D. O. Nelson

SECRETARY-TREASURER
Mayor Gordon Chapman

EXECUTIVE DIRECTOR
Wayne L. Schwandt

APPENDIX B

East Central Oregon Association of Counties
920 S. W. Frazer, P. O. Box 1207
Pendleton, Oregon 97801
Phone (503) 276-6732

September 28, 1979

Bill Cranford
Urban Studies Supervisor
Project Management and Operations
Oregon Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Bill:

Please find the enclosed copies of the City of Boardman / Port of Morrow Interstate 80N Interchange Statement of Compelling Public Need. I have attempted to include as much recent data and local statistics as possible while following closely the standardized format for need statements.

This document represents the efforts of citizens in the Boardman area, local government officials, Port representatives and members of our staff. I hope you will make every effort to include this data in the final packet which will be forwarded to Federal Highway Administration officials.

I am available for any questions you might have on the document and would be willing to meet with you to discuss the final packet at any time.

Sincerely,

Charles W. Davis Jr.

Charles W. Davis, Jr.
Transportation Planner

Enclosures

cc: Jim Thompson, City Manager, Boardman
E. S. "Buddy" Toadvin, Manager, Port of Morrow
George Strawn, Highway Division, ODOT

RECEIVED
OCT 1 1979
URBAN STUDIES UNIT

NOTED
WM. L. CRANFORD

A voluntary association of the following COUNTIES and Cities: **GILLIAM:** Arlington, Condon, Lonerock; **GRANT:** Canyon City, Dayville, Granite, John Day, Long Creek, Monument, Mt. Vernon, Prairie City, Seneca; **MORROW:** Boardman, Heppner, Ione, Irrigon, Lexington; **UMATILLA:** Adams, Athena, Echo, Helix, Hermiston, Milton-Freewater, Pendleton, Pilot Rock, Stanfield, Ukiah, Umatilla, Weston; **WHEELER:** Fossil, Mitchell, Spray.

STATEMENT OF COMPELLING PUBLIC NEED

CITY OF BOARDMAN/PORT OF MORROW - INTERSTATE 80-N INTERCHANGE

Prepared by: East Central Oregon Association of Counties

September 27, 1979

BACKGROUND

An additional interchange serving the City of Boardman and Port of Morrow has been the subject of general discussion and public study for over twenty years. The current proposal, which calls for a full diamond interchange located approximately two miles east of the existing Boardman interchange, will serve to separate industrial traffic from tourist and local traffic currently using the existing Boardman interchange.

RELATIONSHIP TO PRESENT DEVELOPMENT

Boardman and the Port of Morrow are located directly south of the Columbia River, in the heart of the Mid-Columbia region, approximately 165 miles east of Portland. Interstate 80-N links the area with state and interstate destinations and, in conjunction with the Columbia River and adjacent Union Pacific Railroad mainline, contributes to the area's potential as a transportation and distribution center for the region. The broad, flat acreage of the region is utilized for both dryland and irrigated farming, taking advantage of the mild climate and long growing season to produce wheat, potatoes, hay, melons, and other irrigated crops. (See attachment 1)

Since the incorporation of Boardman in 1927 (population 100), development of the City and the adjacent Port of Morrow has been shaped by a series of governmental and private sector actions, some of which have been beyond the direct control of area residents:

John Day Dam Construction--In 1965, it was necessary to move the City of Boardman to higher ground, one half mile to the south of the original townsite, in order to avoid inundation by Lake Umatilla created by the John Day Dam. The move was accomplished with the assistance of the U.S. Army Corps of Engineers and resulted in a temporary influx of residents who were involved with the dam construction and relocation effort. It was also necessary to realign the Union Pacific Railroad mainline so that it was located between the City and the Columbia River, to the north. A wooden overpass was constructed by the Army Corps of Engineers to serve as access to the Port of Morrow waterfront and public marina. This overpass is still in service but is not suitable for use by heavy trucks and is presently under a weight restriction.

I-80N Construction--Between 1964 and 1965, Interstate 80-N was constructed as a replacement for U.S. Highway 30, which had previously served the area as the major east-west connection. Once again, the City was impacted not only by the influx of construction workers associated with the project, but also by the fact that the new freeway effectively divided the new townsite in half. Future development of the City became increasingly dependent on the single Boardman interchange and Main Street, which connected the north and south sections of town.

U.S. Navy Bombing Range--In 1940, the U.S. Government purchased 96,000 acres from the Hynd Brothers for $1.42 per acre for target practice by jets from Whidby Island Naval Air Station in Puget Sound. The location of the bombing range, just south of Boardman, has served as an obstacle not only to further expansion of irrigated agriculture, but also to the expansion of the City itself. Although a purchase of the western 47,291 acres by the State of Oregon has reduced the area utilized for bombing, local leaders continue to lobby for movement of the range in order to open additional land for agricultural development. (See attachment 2)

Boeing Aviation and Agricultural Developments--The western 47,291 acre portion of the U.S. Navy Bombing range was leased to the Boeing Company in hopes of cashing in on the rapid expansion of the aero-space industry in the early 1960's. While using only a very small portion of the site for testing jet and rocket engines, the company has recognized its agricultural potential, and began raising potatos and other crops under irrigation. Operating under a 77 year lease, the company continues to expand center pivot operations and is actively pursuing an application with the Department of Energy for construction of wind generation facilities on the site. (See attachment 2)

Development of Irrigated Agriculture--Boeing has not been the only firm to recognize the potential of the Northern Morrow County area for agricultural production. Since the amount of capital necessary for financing large scale center-pivot irrigation has made it difficult for the smaller family operations to participate, corporate farms were organized. Although previously considered to be of little agricultural value, the level, low elevation land and sandy soils have proven well suited to irrigation by center-pivot systems.

The production of high value and specialty crops such as potatoes and alfalfa by Sim-Tag, a consortium of Idaho and Washington potato irrigators, Eastern Oregon Farms, Sabre Farms, and Oregon Potato have created spin-off benefits for Northern Morrow County through storage, processing, and shipping operations located at the Port of Morrow. (See attachment 3)

Energy Park Proposal--A consortium of power companies led by Portland General Electric has developed a plan to construct a complex of coal and nuclear plants south of Boardman.

In 1975, work began on the first of the plants, a thermal plant using Montana coal shipped by rail to the site located nine miles south of Boardman and several miles east of the Bombing Range. The 3,100 acre Carty Site, named after an Irish sheepman of the 1890's, has a 1,500 acre cooling reservoir which stores Columbia River water, a portion of which is being used to irrigate adjacent land. With construction approximately 75 percent complete, a work force of 800 is currently employed with an operational work force of 100 expected upon completion.

Portland General Electric has proposed construction of two nuclear electric generating facilities on a site adjacent to the Carty Coal facility. The project, which will employ an estimated 1,320 workers at peak and 170 operational personnel, has met with many delays and is currently before a Hearings Officer for the Oregon Energy Facility Siting Council awaiting a decision on the Site Certificate. (See attachment 4)

Portland Sewage Sludge Proposal--Although still in the discussion phase, the City of Portland and Morrow County are considering the shipment of digested sewage sludge from the Columbia Boulevard Treatment Plant in Portland up the Columbia River to Boardman. The sludge will be distributed on a 3,280 acre site on Boeing property southwest of Boardman and could result in a substantial increase in the tillable acreage and diversity of crops in the Northern Morrow County area. Facilities required for this project include a moorage for barges, pumping facilities, pressure pipeline to a sludge storage lagoon located at the soil improvement site, and facilities for pumping from the lagoon to on-site soils, to tank trucks for transportation and use on private farm land, and to on-site sludge drying beds. Dried sludge would be available for restricted private uses. (See attachment 5)

Development of the Port of Morrow--The Port of Morrow has elected to emphasize commercial and industrial facilities in the past rather than the development of terminal facilities. Major development of the Port occurred following the installation in June 1977 of a regional water supply serving the Port, City of Boardman, and adjacent land through a 16" supply line from a Ranney Collection System in the Columbia River. The readily available supply of water attracted a variety of agricultural processing and distribution firms currently employing 600 area residents.

Further expansion of the Port and development of dock facilities are planned in the near future through a 5,000 foot access road along the Columbia River. The project, to be funded through the Oregon Department of Economic Development, would open for development approximately 200 acres of waterfront industrial property, presently served only by an inadequate wooden overpass across the Union Pacific mainline. A timber shipping firm has expressed interest in acquiring land and access to terminal facilities, should they be developed by the Port.

On June 19, 1979, the Port of Morrow received Federal Aviation Administration approval for location of an airport facility on Port property east of Boardman and the food processing park. The airport is expected to stimulate continued industrial development at the Port of Morrow. The proposed 3,500 foot runway will serve existing industries and attract additional firms which require air cargo service. (See attachments 6, 7, 8)

Development of Boardman as a Regional Service Center--Boardman's location in relation to existing transportation facilities and rapidly expanding agricultural developmentsin Northern Morrow County are largely responsible for its explosive rate of growth. Beginning in the 1960's, Morrow County's population declined until 1972 when there were fewer people living in the County than in 1940. Since 1972, the County population has increased about 48% to an estimated 1978 population of 6,400 persons. A majority of the growth can be attributed to the northern rim cities of Boardman and Irrigon. Between 1960 and 1970, Boardman's 25.5% growth resulted in a moderate increase in population from 153 to 192 persons. Between 1970 and 1978, the City has exhibited a 574% increase in population, estimated at 1,295 persons. (See attachment 9)

This rapid rate of Boardman area population growth can be related to increasing economic opportunities in the construction, agricultural, and industrial sectors of the local economy. The actions and developments, already outlined above, have required an expansion of the service sector in order to feed, house, and clothe new residents. As demonstrated by the attached table, the Boardman area is an important contributor to the economic strength of Morrow County. (See attachments 10, 11, 12)

KEY FACILITY FOR FUTURE DEVELOPMENT

The increasing economic importance of the Northern Morrow County area to the remainder of Morrow County and the State of Oregon can best be demonstrated by the rapid expansion of the agricultural sector. The expansion of irrigated acreage in Morrow County from 20,759 acres in 1969 to 59,238 acres in 1974 represents a 185% increase, which takes on additional significance when one considers that during the same period potatoes overtook wheat as the chief cash crop for the County. All indicators point to a continued increase in the importance of agricultural production, created largely by increased demand and the continued conversion of Western Oregon farm land to other uses. Since past expansion has been due, in large part, to expanded use of center-pivot irrigation, the only foreseeable constraint to continued expansion will be the availability of water. Due to the proximity of the Columbia River, increasing amounts of water are being diverted for irrigation use. Realizing the importance of this valuable resource, local officials are actively participating in studies of groundwater recharging and the formulation of water resource allocation policies.

Increased activity in the agricultural sector will contribute to further expansion of existing food processing industries as well as aiding in the attraction of additional resource oriented facilities at the Port of Morrow. Diversity will be achieved at the Port primarily by taking advantage of the excellent intermodal connections either currently available, or proposed for the area. The availability of railroad, barge, improved freeway access, and proposed air service will enable the Port to offer its customers a wide variety of transportation services.

Growth in the construction sector of the economy is anticipated to continue into the foreseeable future with a variety of energy related projects. The Boeing wind generation facility and development of coal and nuclear generation facilities proposed for the energy park southwest of Boardman would appear to be stable employers into the future, given the immediate concern for provision of adequate electrical power. As previously mentioned, an outgrowth of expansion in both the agricultural and construction sectors has been, and will continue to be, rapid diversification of the service sector of Boardman. The location of shopping centers, housing, and additional medical facilities in the City has been required for the convenience of area residents who would otherwise face a 20-60 mile daily trip.

The rapid rate of growth in population and employment has not been without its negative aspects. Increased truck traffic, generated by industrial development, and increased local vehicle traffic, generated by an expanding commercial area, has aggravated some traffic problems which were created by movement of the Boardman townsite. The construction of I-80N and the movement of Boardman resulted in division of the City into north and south sections which are connected by a single overpass. Thus, the overpass essentially serves as part of the City's main street. This factor in itself would not have seriously impacted Boardman if that same main street did not also serve as the sole access to the Port of Morrow. The rapid development of the Port has generated truck traffic which, when mixed with the local service traffic and tourist traffic from I-80N, has created a problem of growing intensity.

The conditions which have resulted in continued industrial expansion at the Port of Morrow and commercial expansion of the City of Boardman are expected to extend into the foreseeable future. These conditions have resulted in a traffic situation so severe that it was necessary to move school bus pick up zones for elementary students in order to eliminate student crossings on the busy street and traffic back ups on Main Street and the freeway off ramps. Continued expansion and growth of the community will make it increasingly difficult for residents to transact daily business, as well as create an additional burden on the City to maintain streets which were not originally designed for heavy truck traffic. As a solution, the residents propose the separation of industrial traffic bound for the Port of Morrow from local traffic within the City of Boardman. This would be achieved by construction of an additional interchange on I-80N to serve the Port of Morrow (See attachment 13)

PUBLIC SUPPORT FOR THE INTERCHANGE

Additional access from I-80N to the Port of Morrow has been the subject of discussion between local, state, and federal officials for over 20 years. According to City Council meeting minutes, talks were conducted between local officials, the State Highway Commission, and Federal Bureau of Public Roads prior to improvements to U.S. Highway 30 (I-80N). Between 1958 and 1964, local officials were proposing construction of an "Elongated Diamond Interchange", which would allow access at two points with frontage roads parallel to the freeway as connections. Minutes of a 1961 meeting indicate that residents were assured by representatives of the Bureau of Public Roads that, although a more elaborate design for the interchange could not be approved at that time, increased tourist traffic and traffic generated by the Boeing Complex could render the Boardman interchange inadequate. If increased traffic became a problem, the situation would be reviewed and additional access constructed. (See attachment 14)

In 1964, the Highway Commission approved retention of an abandoned structure used by Old U.S. 30, at the insistence of local officials who felt that the structure could later be used as access to Port of Morrow property to the north. At that time, members of the Port Commission and City Council envisioned an industrial complex to the north of the yet to be constructed freeway. Industrial development could present a traffic hazard at the single Boardman interchange, intended to serve both the City and the Port.

With completion of the Boardman section of I-80N and single Boardman interchange in 1965, the discussion of additional access did not cease, but the emphasis was shifted to planning and documentation of future transportation needs for the area. In 1971, a Comprehensive Plan for Boardman was published describing the intentions and policies of elected and appointed officials with respect to the future development of the City. The document designated construction of an overpass at Olson Road and an interchange approximately two miles east of the existing interchange. as a means of providing additional access to the Port of Morrow and relieving anticipated congestion at the Boardman interchange. The proposed interchange is also designated in the update of the Boardman Comprehensive Land Use Plan, which when adopted in 1975 was one of the first plans approved under provisions of Oregon land use legislation and the Oregon Land Conservation and Development (LCDC) Goals and Guidelines. Mention is made of the proposed interchange in the Morrow County Comprehensive Plan, which was adopted by the Morrow County Court in 1971. An update of the County Plan is in progress. (See attachment 15)

More recently, the proposed interchange has been the subject of consideration by the Morrow County Economic Advisory Committee. The Committee was organized to develop economic development policies for Morrow County. The Morrow County Economic Statement, published in February 1979, noted that the constricted traffic pattern at the existing Boardman interchange is a barrier to development of the Port of Morrow to its fullest potential. The Committee recommended construction of additional access to the Port as a solution to the problem.

The current effort to secure additional access to I-80N has involved regional units of government in addition to the residents of Northern Morrow County. The Board of Directors for the East Central Oregon Association of Counties, a regional Council of Governments representing Oregon Administrative District 12, has reviewed the proposal and approved a resolution of support. The District 12 Transportation Advisory Committee, representing a broad cross section of transportation providers and users, has also approved a resolution of support. (See attachment 16)

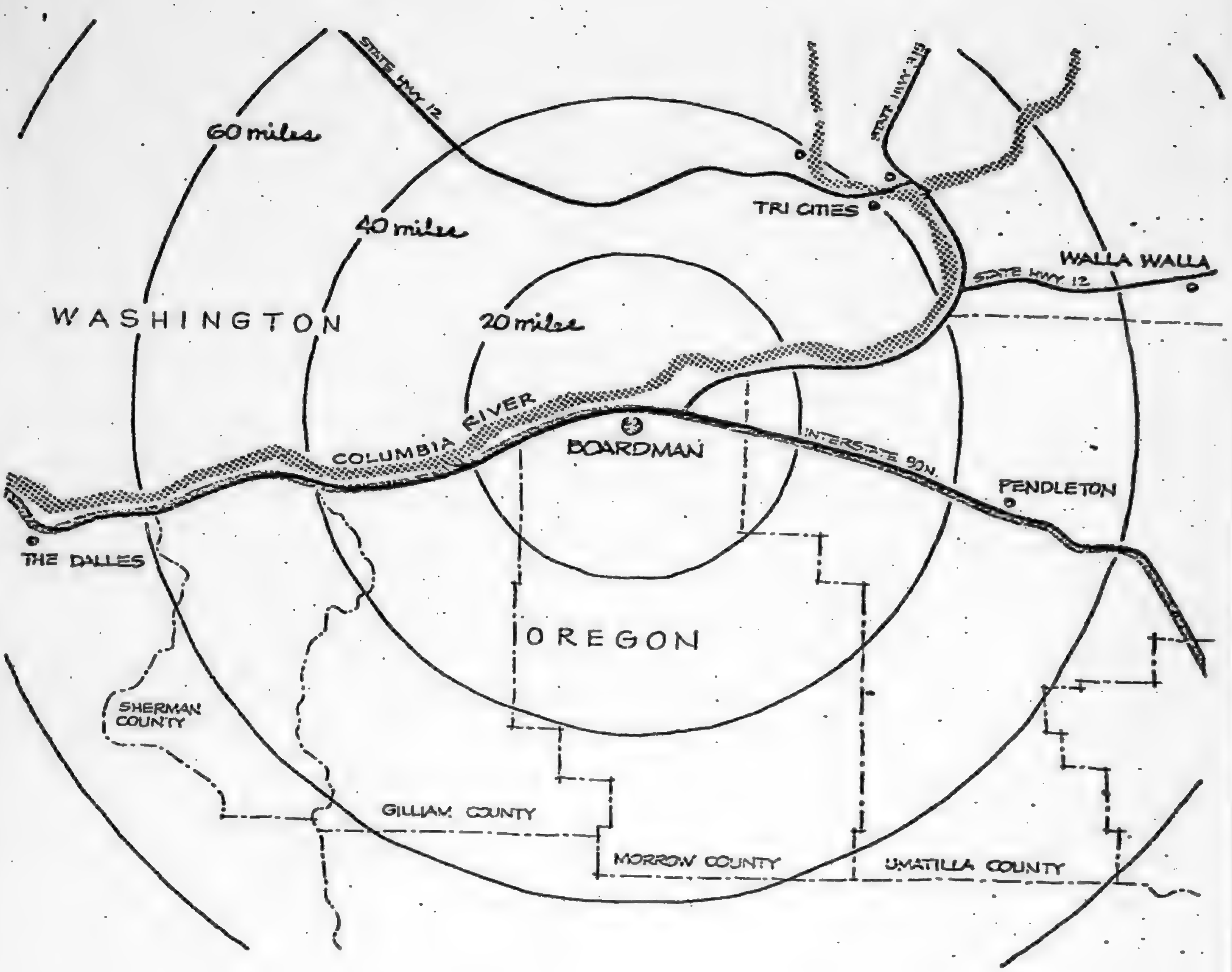
Local governmental bodies and members of the business community, including a prospective employer from outside the area, have either approved resolutions of support or have drafted letters of support. Finally, the community and its residents have initiated a petition drive, which netted 180 signatures and generated community awareness that an effort is being made to alleviate a long standing problem.

List of Attachments

1. General Location Map, Boardman.
2. Boardman General Expansion Plan Map, 1971.
3. Irrigated Land Development in the Hermiston - Boardman Area, 1978.
4. Carty Coal Plant and Ancillary Facilities Map, 1976.
5. Portland Sewage Sludge Proposal Map, 1978.
6. Proposed Port Access Road Map, 1979.
7. Harbor Timber Company Letter, August 14, 1979.
8. FAA Airport Approval Letter, June 19, 1979.
9. Morrow County Population Trends Table (1930 - 1978).
10. Morrow County Resident Labor Force Table (1970 - 1977).
11. Morrow County Average Annual Agricultural Employment Table (1970 - 1977).
12. Morrow County Employment, Place and Sector, 1976.
13. Main Street Boardman Vicinity Pictures, September 13, 1979.
13. I-80N Off-ramp Vicinity Pictures, September 13, 1979.
14. Boardman City Council Meeting Minutes, February 28, 1961, March 7, 1961, May 2, 1961.
15. Boardman Comprehensive Plan Map, 1975.
16. Resolutions of Support: East Central Oregon Association of Counties and District 12 Transportation Advisory Committee.*
17. Letters of Support: Oregon Potato Company, September 21, 1979.*
18. Letters of Concern: Morrow Produce Company, November 2, 1976 and October 20, 1978.*
19. Petitions of Support, 1979.

*Additional material to be submitted at a later date.

Attachment 1

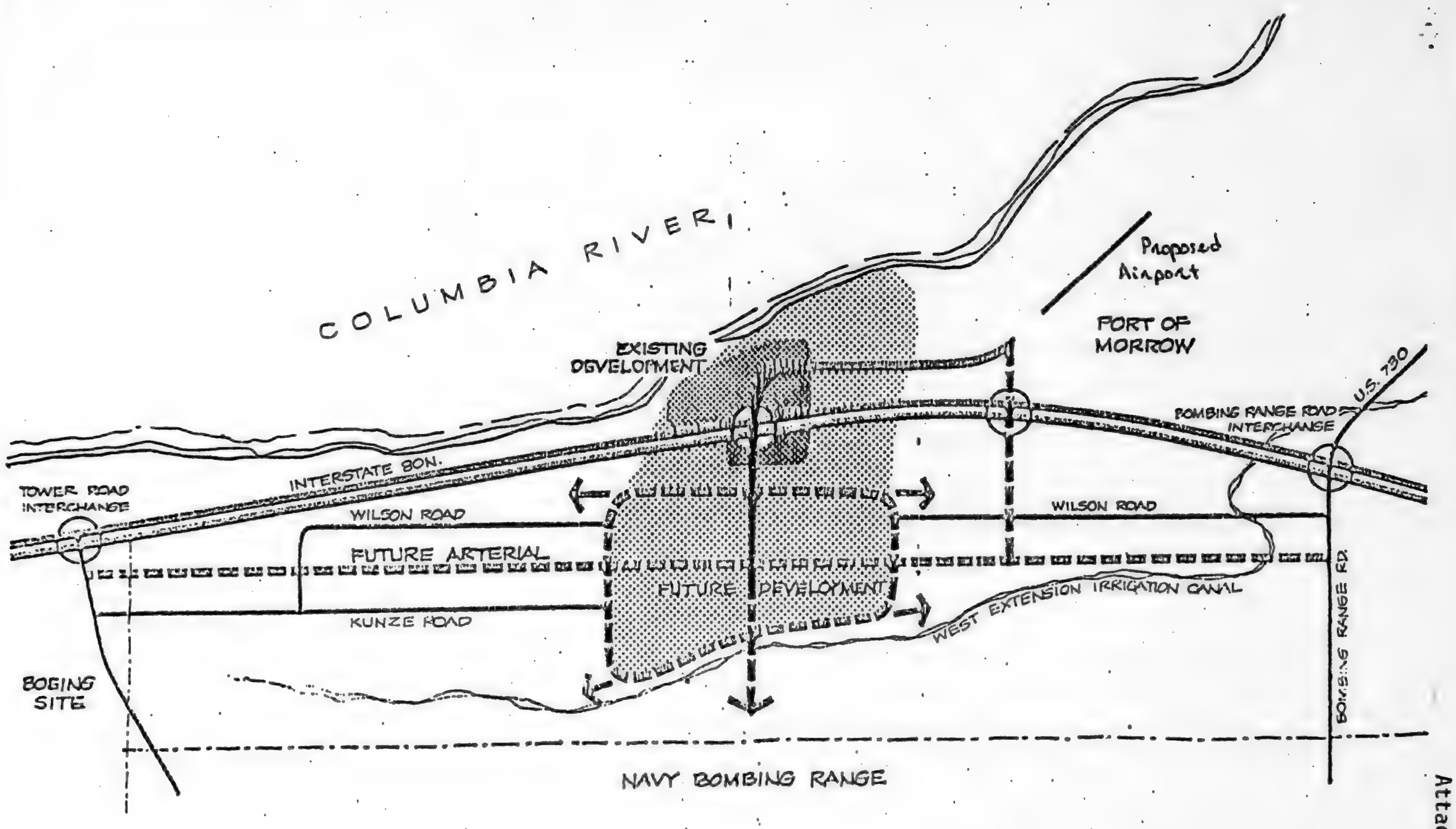

STATE HWY 12
STATE HWY 395
60 miles
40 miles
20 miles
TRI CITIES
WALLA WALLA
STATE HWY 12
WASHINGTON
COLUMBIA RIVER
BOARDMAN
INTERSTATE 80N.
PENDLETON
THE DALLES
OREGON
SHERMAN COUNTY
GILLIAM COUNTY
MORROW COUNTY
UMATILLA COUNTY

Location Map

north

SOURCE: City of Boardman Comprehensive Plan, CH_2M Hill Company, 1971.

Attachment 2


COLUMBIA RIVER
Proposed Airport
PORT OF MORROW
EXISTING DEVELOPMENT
U.S. 730
BOMBING RANGE ROAD INTERCHANGE
INTERSTATE 80N.
TOWER ROAD INTERCHANGE
WILSON ROAD
WILSON ROAD
FUTURE ARTERIAL
FUTURE DEVELOPMENT
KUNZE ROAD
WEST EXTENSION IRRIGATION CANAL
BOMBING RANGE RD.
BOEING SITE
NAVY BOMBING RANGE
north

General Expansion Plan

SOURCE: City of Boardman Comprehensive Plan, CH_2M Hill Co., 1971.

Attachment 3

Irrigated Land Development in the Hermiston-Boardman Area, 1978

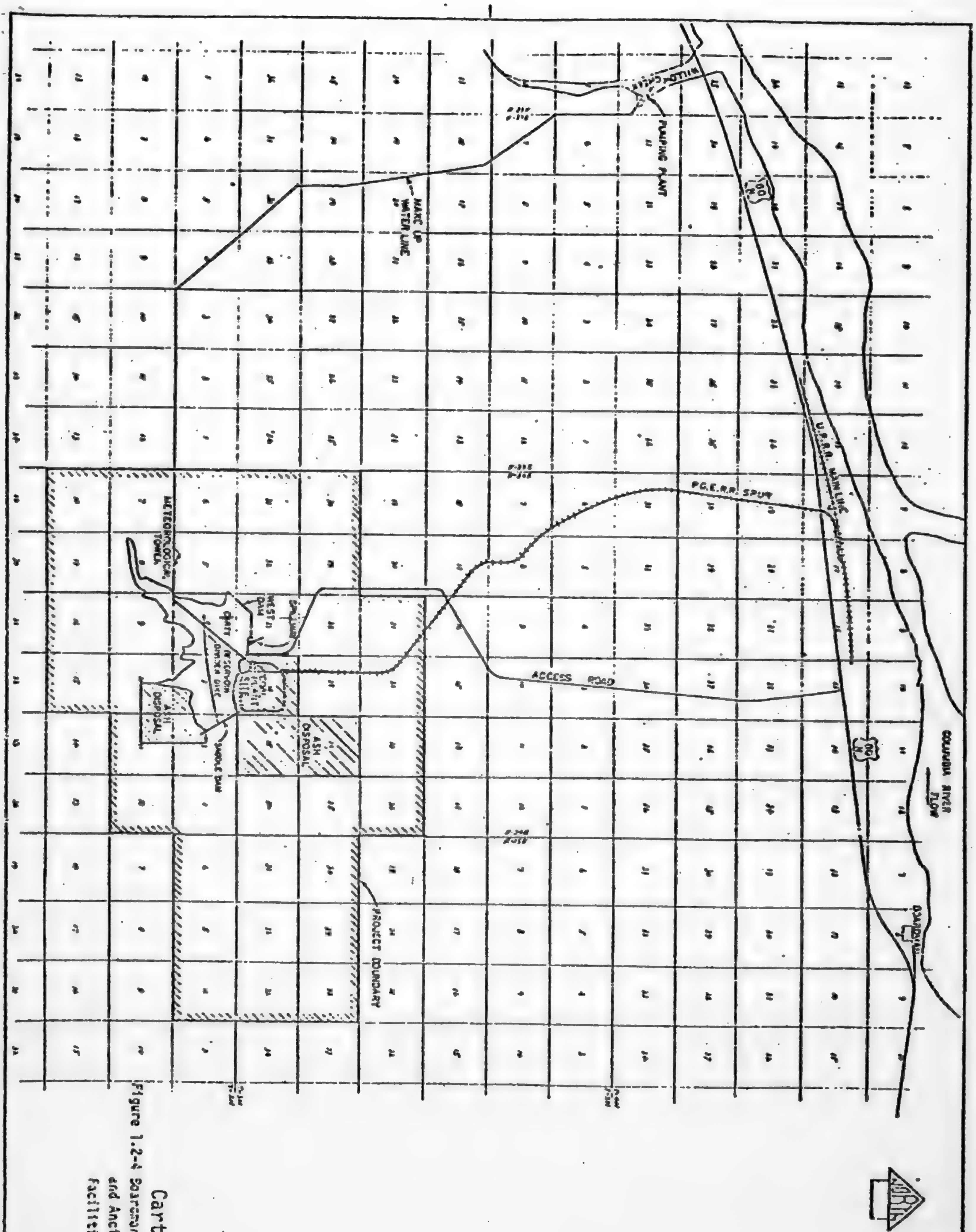
Company	Location	Acres
Simtag	Boardman	25,000
Three Mile Farms	Boardman	1,000
Sabre	Boardman	13,900
Eastern Oregon Farms	Boardman	11,182
Morrow Produce	Boardman	3,000
Carlson & Braat	Boardman	960
Larry Lindsay	Boardman	4,600
PTL Farms	Hermiston	2,700
Hansell Brothers	Hermiston	2,300
Mel Goodin	Hermiston	1,750
John Walchli	Hermiston	2,200
ARZ	Cold Springs	1,000
Juniper Circle Farms	Cold Springs	2,000
Mikami Brothers	Cold Springs	5,200
Tom Kosmos	Cold Springs	2,400
Brad Co. Farms	Cold Springs	1,000
Mel Goodin	Cold Springs	2,000
Circle C. Farms	Stanfield	650
M. L. Koester	Stanfield	300
Stone Ranch	Irrigon	912
Western Empire	Irrigon	8,000
Oregon Potato Inc.	Irrigon	8,650
Teel (Eagle Ranch)	Echo	2,200
Bill Doherty	Lexington	160
Porter-Peringer	Lexington	850
Campbell	Lexington	650
Gary Grieb	Lexington	400
Paul Taylor	Lexington	400
George Bulow	Lexington	650
Sullivan and Johnson	Lexington	650
Ed Repp	Lexington	750
	TOTAL	107,414

Existing Irrigation Districts

1.	Stanfield - Westland Irrigation District	15,000 acres
2.	Hermiston	10,000 acres
3.	West Extension (Boardman)	10,000 acres
4.	Various other developments	10,000 acres

SOURCE: Overall Economic Development Program Update, July, 1978, East Central Oregon Association of Counties

Attachment 4


COLUMBIA RIVER FLOW
BOARDMAN
80N
U.P.R.R. MAIN LINE
P.G.E.R.R. SPUR
ACCESS ROAD
PROJECT BOUNDARY
ASH DISPOSAL
SADDLE DAM
ASH DISPOSAL
PLANT SITE
RESERVOIR DIVERSION DIKE
WEST DAM
SPILLWAY
METEOROLOGICAL TOWER
MAKE UP WATER LINE
PUMPING PLANT
WILLOW CREEK
NORTH

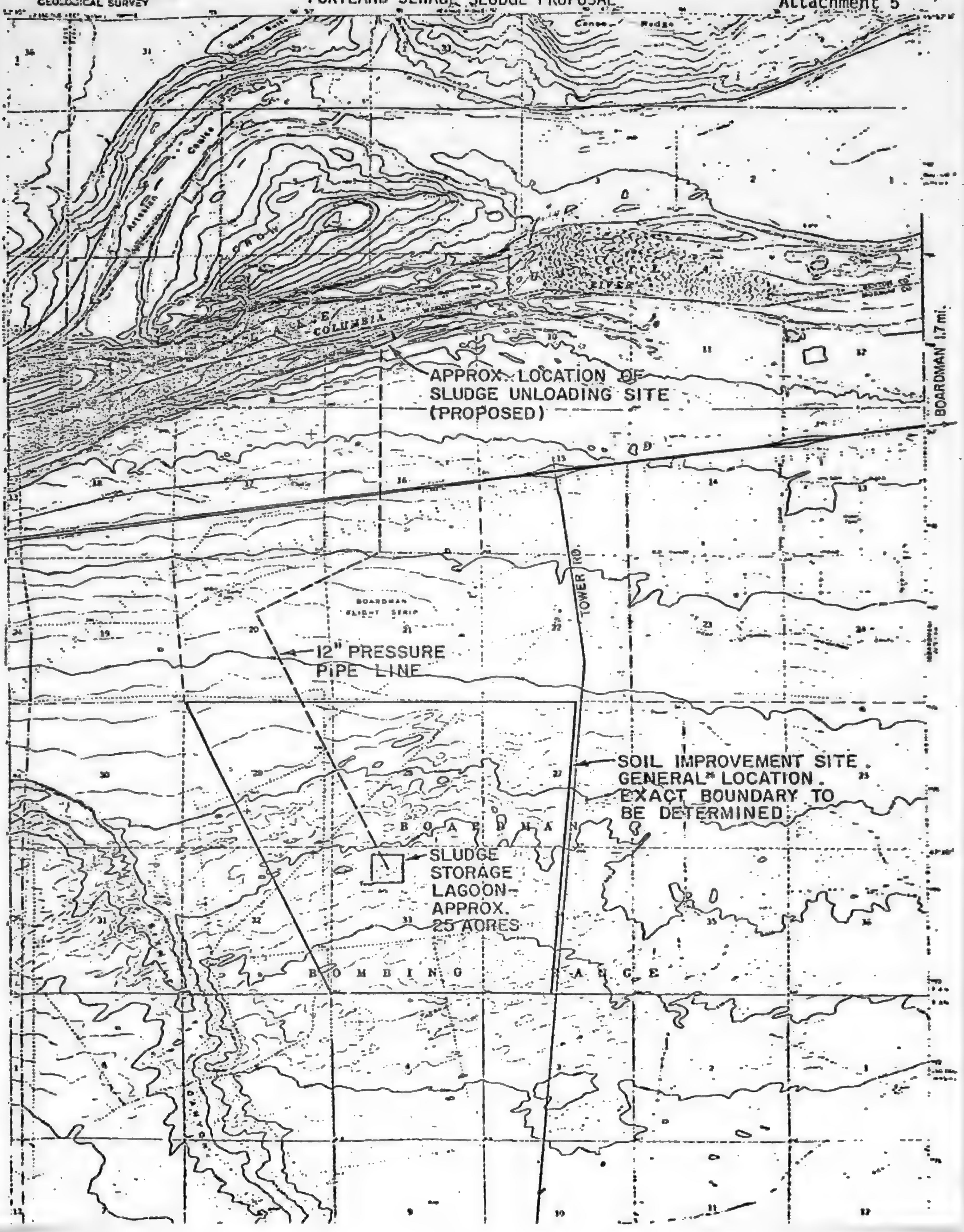
Carty
Figure 1.2-4 Boardman Plant and Ancillary Facilities

SOURCE: Environmental Analysis, Proposed participation in Portland General Electric Company's Boardman Coal Plant, Pacific Northwest Generation Company, October 1976.

DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

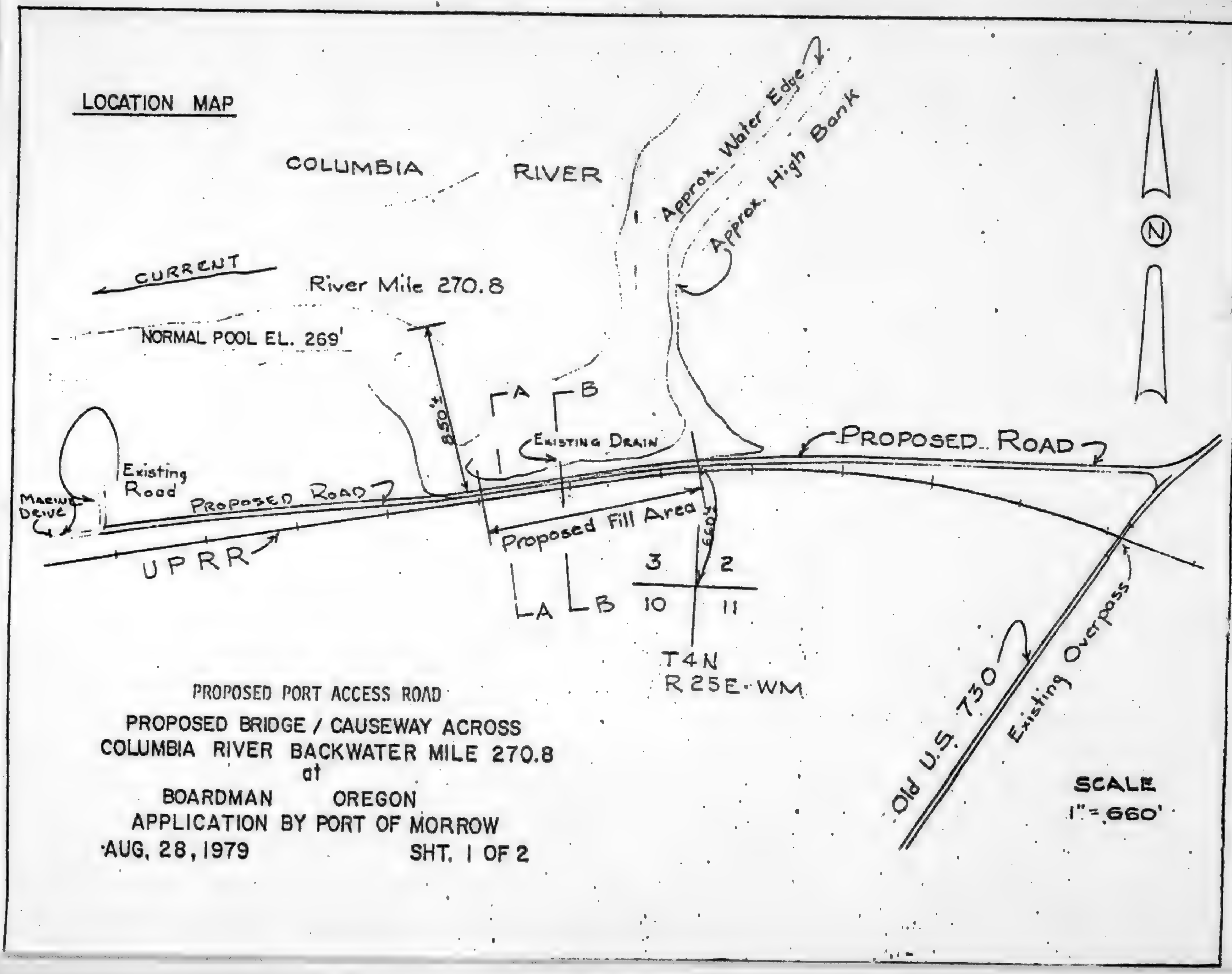
PORTLAND SEWAGE SLUDGE PROPOSAL

Attachment 5


Canoe Ridge
LAKE COLUMBIA
UMATILLA RIVER
APPROX. LOCATION OF SLUDGE UNLOADING SITE (PROPOSED)
BOARDMAN 1.7 mi.
BOARDMAN FLIGHT STRIP
TOWER RD.
12" PRESSURE PIPE LINE
SOIL IMPROVEMENT SITE GENERAL LOCATION EXACT BOUNDARY TO BE DETERMINED
BOARDMAN
SLUDGE STORAGE LAGOON-APPROX. 25 ACRES
BOMBING RANGE

Attachment 6

LOCATION MAP


COLUMBIA RIVER
CURRENT
River Mile 270.8
NORMAL POOL EL. 269'
Approx. Water Edge
Approx. High Bank
N
850'±
A
B
Existing Drain
Proposed Road
Existing Road
Marine Drive
Proposed Road
UPRR
Proposed Fill Area
660'±
3
2
10
11
A
B
T4N
R25E·WM
Old U.S. 730
Existing Overpass
SCALE
1" = 660'

PROPOSED PORT ACCESS ROAD

PROPOSED BRIDGE / CAUSEWAY ACROSS
COLUMBIA RIVER BACKWATER MILE 270.8
at
BOARDMAN OREGON
APPLICATION BY PORT OF MORROW
AUG. 28, 1979 SHT. 1 OF 2

Attachment 7

HARBOR TIMBER, Inc.

August 14, 1979

Mr. E.S. Toadvin
Manager, Port of Morrow
P.O. Box 200
Boardman, Oregon 97818

Dear Buddy:

As you know, we have been interested for some time in the possibility of moving our log yard operation from its present location to your industrial site at the Port of Morrow. Now, after receipt of your letter of August 8th., outlining costs, and after discussions we have had on the telephone about other possible benefits, we have reached the conclusion that we should start drafting a lease, which would be subject to the following conditions as I understand our agreement of said conditions:

1. Access to the proposed site must be provided so that we can by-pass the existing, questionable over-pass on the route through Boardman. Reasons for this alternative access route are obvious.
2. The Port to provide services (water and power) to the border of the property we are to lease. Water should be potable, if possible, and in sufficient volume to provide necessary sprinkling of logs during high-risk periods. Water from the river is, of course, suitable for this purpose.
3. Leased property to provide some low-bank (perhaps on the inlet) and high-bank property, so that we may have the option of making up log rafts, if necessary, or loading barges as we are doing at our present site.
4. Price for said property lease of 10-12 acres of site suitable for use as a log yard, to be in the range of $8,000 per year per our discussions.

It is our further understanding that the future holds the prospect of both (1) rail spur service to the site, and (2) air-strip construction close by. Both of these features will add significantly to our desire to consumate a long-term lease at your site. We commend you and the commissioners for your aggressive and intelligent approach to developing the Port.

Yours very truly,

HARBOR TIMBER, INC.

R.H. Patton
President

RECEIVED
SEP 25 1979
E.C.O.A.C.

p. o. box 12, carlsborg, washington 98324 - - phone (206) 683-7258

FEDERAL AVIATION ADMINISTRATION

Attachment 8

NO[illegible]EST REGION
FAA BUILDING KING COUNTY INT'L AIRPORT
SEATTLE, WASHINGTON 93108

JUN 19 1979

Charles R. Kyd
Port Commissioner
Port of Morrow
P.O. Box 199
Boardman, OR 97818

Dear Mr. Kyd:

We have studied your Notice of Landing Area Proposal, FAA Form 7480-1, for a public use airport near Boardman, Oregon, at latitude 45°51'30"N, longitude 119°38'30"W. Analysis of this proposal disclosed that the airport would be located approximately one-half mile north of Restricted Area R-5706. This restricted area operates continuously at altitudes of 3,500 feet MSL to 10,000 feet MSL. Additionally, Restricted Area R-5701 located approximately 3.5 miles south of the proposed airport, operates continuously at altitudes from the surface to 20,000 feet MSL.

The U.S. Navy commented that precautions should be taken to assure that conflict does not occur between high speed military jet traffic in the restricted areas and civil aircraft operating nearby the proposed Port of Morrow Airport. Accordingly, Aeronautical Study 79-ANW-9-NRA indicates that the proposed Port of Morrow Airport will not have an adverse effect on the safe and efficient use of airspace, and we have no objection provided:

a. Traffic Patterns are established north of the airport to avoid Restricted Areas R-5706 and R-5701.

b. The airport operator takes steps to assure that users of the airport are alerted to the proximity of R-5706 and R-5701 by appropriate "airport remarks" in the Airport/Facility Directory.

Enclosure #1 by reference is incorporated herein and made part of this determination. This determination is void if the airport is not operational by July 1, 1981. Please fill in and mail the enclosed FAA Form 5010-5 when the airport is completed.

We urge the Port of Morrow to take this early opportunity to develop the new airport in accordance with recommendations in Advisory Circular AC NO: 150/5300-4B. Emphasis should be placed on planning for increased operations and future expansion of facilities. The airport should be designed with controls on building distances from runways and taxiways, and zoning should be accomplished to protect the airport environs. We would be pleased to provide technical assistance in those matters. Don't hesitate to call if you have any questions. Our number is (206) 767-2633.

Sincerely,

DAVID A. FIELD
Acting Chief, Airports Planning Branch, ANW-610

Enclosures

cc: Paul Burket

ENCLOSURE #1

This determination should not be construed to mean FAA approval of the physical development involved in the proposal. It is only a determination with respect to the safe and efficient use of airspace by aircraft. In making this determination, the FAA has considered matters such as the effect the proposal would have on existing or contemplated traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, and the effects that existing or proposed man-made objects and natural objects within the affected area would have on the airport proposal. This determination in no way preempts or waives any ordinance, laws, or regulations of any other governmental body or agency. No evaluation of the environmental aspects of your proposal has been made; therefore, this determination does not constitute environmental approval under the National Environmental Policy Act of 1969.

The FAA cannot prevent the construction of a structure near an airport. The airport environs can only be protected through such means as local zoning ordinances or acquisition of property rights.

Attachment 9

POPULATION TRENDS

	1930	1940	1950	1960	1970	1977*	1978*
Heppner	1190	1140	1648	1661	1429	1700	1730
Ione	283	262	262	350	355	417	390
Irrigon	---	---	---	232	261	415	515
Lexington	180	223	237	240	230	245	290
Boardman	100	110	120	153	192	1020	1295
Morrow County	4941	4337	4783	4871	4465	5550	6400

Sources: U.S. Census Data
*Portland State University certified population estimates, 1977.

Source: Irrigon, Oregon Comprehensive Plan, ECOAC, 1978.

Attachment 10

MORROW COUNTY Resident Labor Force, Unemployment and Employment, 1970-1977

	1970	1971	1972	1973	1974	1975	1976	1977
Civilian Labor Force	1,720	1,840	1,970	2,080	2,810	3,400	3,820	4,460
Unemployment	110	140	140	130	190	190	250	250
% of Labor Force	6.4	7.6	7.1	6.3	6.8	5.6	6.5	5.6
Total Employment	1,610	1,700	1,830	1,950	2,620	3,210	3,570	4,210
Nonagricultural Wage and Salary Employment, 1970-1976								
Total Wage & Salary	900	950	1,020	1,150	1,450	1,860	2,160	DATA NOT YET AVAILABLE
Manufacturing, Total	140	160	160	210	280	600	740	
Lumber & Wood	130	150	140	190	220	380	340	
Food Products					50	210	380	
Other Manufacturing	10	10	20	20	10	10	20	
Non-Manufacturing, Total	760	790	860	940	1,170	1,260	1,420	
Contract Construction	10	10	50	60	190	130	290	
Transportation, Communication, Utilities	70	70	90	90	90	100	110	
Trade	220	230	230	260	360	480	420	
Finance, Insurance, & Real Estate	40	40	40	40	40	40	50	
Service & Miscellaneous	80	90	100	120	110	120	130	
Government	340	350	350	370	380	390	420	

SOURCE: Oregon Department of Human Resources, Employment Division, Computed from Annual "County Resident Labor Force Reports," 1970-1976

Source: Morrow County Economic Statement, ECOAC, February, 1979

Attachment 11

Average Annual Agricultural Employment[1]

MORROW COUNTY, UMATILLA COUNTY, STATE OF OREGON

	1970	1974	1976	1977[2]	% Change 1970-1977
Morrow County	490	800	890	1,080	+120%
Umatilla County	1,770	1,700	1,790	1,950	+ 10%
State of Oregon	42,500	38,600	35,600	35,400	- 20%

[1] Data series reflects 1970 census benchmark and includes workers aged 16 years and over. Annual averages have been rounded to the nearest ten and are based on monthly estimates, not actual head counts.

[2] 1977 data is preliminary

Source: State of Oregon, Employment Division, Research and Statistics, August, 1978 from estimates prepared by County Extension Service figures.

Source: Morrow County Economic Statement, ECOAC, Feb., 1979

Attachment 12

MORROW COUNTY

Employment, by Place and Major Sector, 1976

Place	Manuf.	Trade	Services	Gov't	Other
Boardman	1028	110	70	(D)	295
Heppner	404	128	191	73	35
Ione	---	23	17	(D)	---
Irrigon	---	15	(D)	(D)	(D)
Lexington	---	45	(D)	131	---
Remainder of County	(D)	(D)	14	---	(D)

--- No employment in this sector

(D) Less than 10 employees, data withheld to avoid disclosure

SOURCE: Oregon Department of Human Resources, Employment Division, 2nd Quarter, 1976 Unemployment Insurance Reports, Unpublished Data.

Source: Morrow County Economic Statement, ECOAC, Feb., 1979

Attachment 13

Sept. 13, 1979
Main Street, Boardman - North bound entrance to High School and Port of Morrow at center right.

TEXACO
EAT
Standard

Sept. 13, 1979

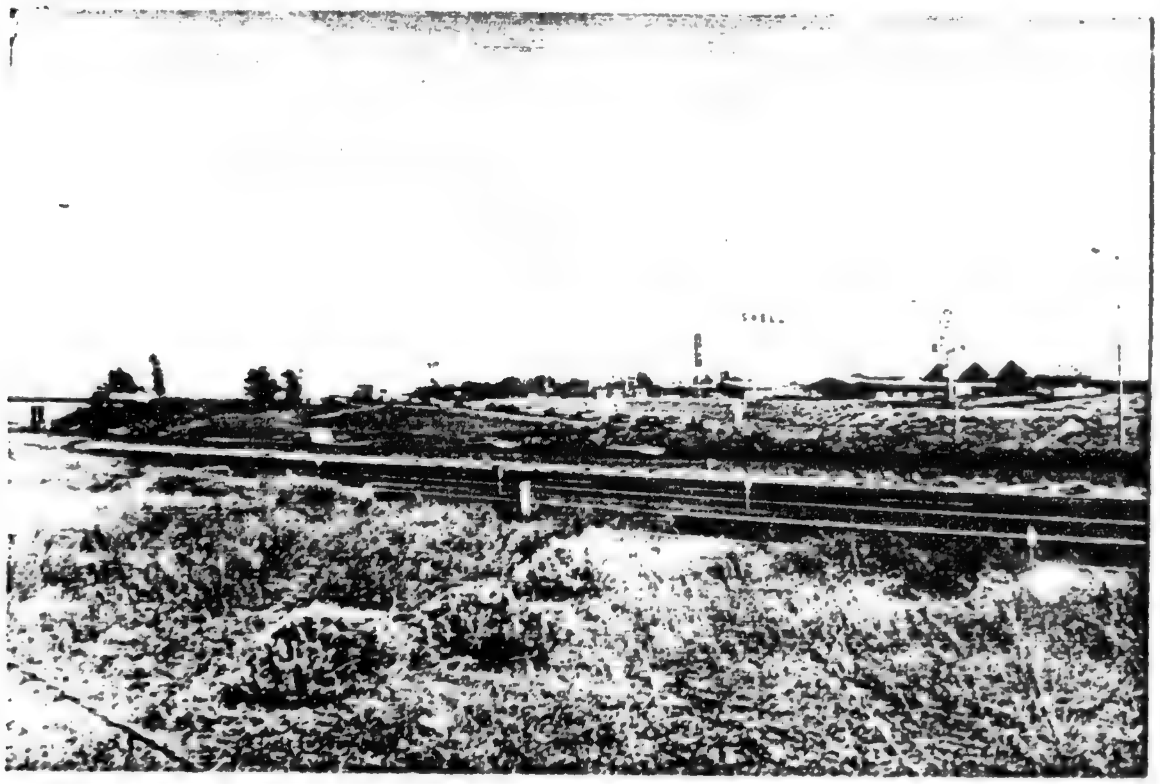
Main Street Boardman - Port of Morrow truck traffic.

Attachment 13

Mobil
TEXAC

Sept. 13, 1979

I-80N off ramp Westbound - Potato trucks bound for Port of Morrow food processing plants.



Sept. 13, 1979

I-80N off ramp Eastbound - commuter traffic in afternoon causing congestion.

Attachment 14

BOARDMAN CITY COUNCIL - REGULAR MEETING - 7 MARCH 1961

The meeting was opened by Mayor Joseph Tatone. The minutes of the previous meeting were read and approved. The following bills were read:

Dewey's Chevron Station	$ 6.35
Boardman Supply Company	39.03
Eastern Ore-Tel Co	19.28
Umatilla Electric Coop Assn	80.38

Art Allen moved, and Zearl Gillespie seconded, that the bills be paid. Motion passed.

Mayor Tatone stated that he had received the franchise from the Umatilla Electric Cooperative Association. The francise was discussed.

Dewey West moved that the franchise be passed to the Boardman Planning Commission for their study and their recommendations. Art Allen seconded the motion. Motion carried.

Art Allen reported on a conversation he had with the State Highway Commission at the State Highway shed here in Boardman, and his findings that they have the proposed Boardman overpass located east of the proposed new townsite.

Mayor Tatone suggested contacting the State Highway Commission and ask why the change had been made. George Wiese suggested that this should be tied in with a request for a return to original plans for an "elongated diamond" entrance to Boardman. Mr. Wiese read his minutes of a meeting held in December of 1958, with reference to the "Elongated diamond." He stated that he felt the City should make all efforts to have the State Highway Commission return to their original plans for the "elongated diamond". He suggested getting the backing of the State Planning and Development Commission, the Governor, and sending a letter to the State Highway Engineer.

Considerable discussion was given to the "problem" of obtaining an easement for entrance to the small boat basin. Ed Kuhn was interested in how much time Boardman had in which to obtain the necessary easement. Art Allen stated that unless an easement was obtained before the Government and the City negotiated on the purchasing of Boardman, that the City of Boardman would not have a compensable interest. Discussions were concluded when Mayor Tatone announced that he would invite Mr. Rands to attend the next regular nouncil meeting.

BOARDMAN CITY COUNCIL - SPECIAL MEETING - 28 February 1961

This special meeting of the City Council and the Planning Commission was called to order by Mayor Joseph M. Tatone at 8:15 P.M. Purpose of this meeting was to hear the report of Mr. Holly Cornell, engineer engaged by the City of Boardman.

Present:
Holly A. Cornell
Rupert Kennedy
Robert Abrams
Ray Conyars
Vernon Russell
George Wiese
Dewey West
Zearl Gillespie
Seth Russell
Wayne Kuhn
Ed Kahn
Wally Hendrix
Walt Hayes
Mayor Joseph Tatone

Mayor Tatone turned the meeting over to Mr. Cornell. Mr. Cornell stated that he had talked with the Boeing people and had been informed that Boeing does not, at the present, have a specific use for the "Space Age Industrial Park," and that their present plans are primarily for missle testing.

Mr. Cornell also stated that he had talked with Mr. Tom Edwards of the Oregon State Highway Commission, and that the Commission is still planning to let contracts for construction of the new highway this fall. Mr. Cornell said he felt that Broadman should make further effort ot obtain the "elongated diamond" with several entrances to Boardman, rather than one, instead of being satisfied with one entrance.

Mr. Cornell presented a tentative list of steps he felt necessary to complete relocation of Boardman, and Mayor Tatone asked the council for any suggestions pertinent to the list.

Dewey West asked Mr. Cornell what specific #2 years" he felt an administrator would be required. Mr. Cornell replied that probably beginning this fall, in order that the administrator would have a more complete picture of the situation. Mayor Tatone asked Mr. Cornell how an administrator could be obtained, Mr. Cornell stated the qualifications he felt were necessary for an administrator to possess.

Mr. Ed Kuhn asked Mr. Cornell if he had "located" money with which to pay himself. Mr. Cornell replied by telling about the different funds available, and that he felt that most of the necessary money could be obtained.

Mr. George Wiese presented a list of items pertinent to relocation that he felt needed further study. Mr. Wiese also reminded the group of the sewage system problem. There was considerable discussion about the problem, but no conclusions were reached.

The test program would employ 50 to 100 people for each test. These would be temporary technitions, in addition to the permanent staff. They would be here for a period of from a week to a few months. Mr. Weaver anticipated that there would be as many as 300 employees by the end of 1962 and as many as 500 by the end of 1963. If the second state of the contract is obtained by Boeing as many as 1000 would be employed.

Mr. Mallicoat pointed out that 400 Boeing jobs would create and influx of 2500 people due to families and allied service people, in retail trade.

Mr. Weaver stated that the Boeing Co. would be interested in an adequate interchange, as they would be hauling very large and long loads. However, he said, they would probably be using the Castle Interchange. They plan to construct barge facilities at Castle on a temporary basis, and on a permanent basis after the John Day Pool is raised. Rail access was discussed and the consensus of the engineers was that this could best be provided at a point about halfway between Boardman and Ordnance, crossing the highway either over or under, and meeting the Bombing Range at the Northeast corner. In this area, they are out of the pool area and the terrain and contours are better suited to a crossing at the over or under the highway.

After all the testimony was given as to why the City of Boardman feels they are entitled to an elongated diamond interchange with more than one access point, Mr. Emrich of the Bureau of Public Roads stated that the policy of the Bureau is such that the need for a more elebarate interchange must be present before the outlay of public funds can be justified. The State Highway Engineers were sympathetic to our request, but the Bureau of Public Roads took the position that if in the future the flow of tourist traffic plus the flow of Boeing traffic was such that the Boardman Interchange was inadequate, they would then review the need and construct what was necessary.

The present design of the Boardman Interchange will handle 6000 cars daily. Since the daily average count on Highway 30 is now 2500, and the projected daily count for 1975 is 7500, their position is that the Boardman Interchange will handle twice the total traffic flow on Highway 30 now, and almost the total freeway flow in 1975.

We were successful in getting a verbal commitment from Mr. Williams that the Highway Engineers would fit their construction schedule with the needs of the City rather than force the City to fit their moving schedule with highway construction schedule

I also conferred with Mr. Ross on the school problem. He agreed to contact me as soon as the engineers in Walla Walla could agree on a policy as to what they would require from the City as far as the school site was concerned.

This report was presented by Mr. George Wiese at the Boardman City Council Meeting held 2 May 1961.

On April 11th, Holly Cornell and myself met with Sam Mallicoat for the prupose of co-ordinating the thinking on the coming meeting with the State Highway Engineers. It was felt that we would have a better chance for our request if we would obtain the endorsement of the State Dept. of Planning and Development, and of the Governor's office, if possible. After outlining the problem and our reasons for the Interchange request, Mr. Mallicoat promised his full co-operation and endorsement, since the Boeing development would materially increase the traffic flow on the Boardman Interchange. He also promised that he would be authorized to speak for the Governor.

The afternoon was spent with Holly Cornell and Lloyd Anderson, to comple the information and digures to present to the Bureau of Municipal Research and the Housing and Home Finance Agency for the Boardman "701" funds application. The groundwork on this study is now done and the funds application is now being processed.

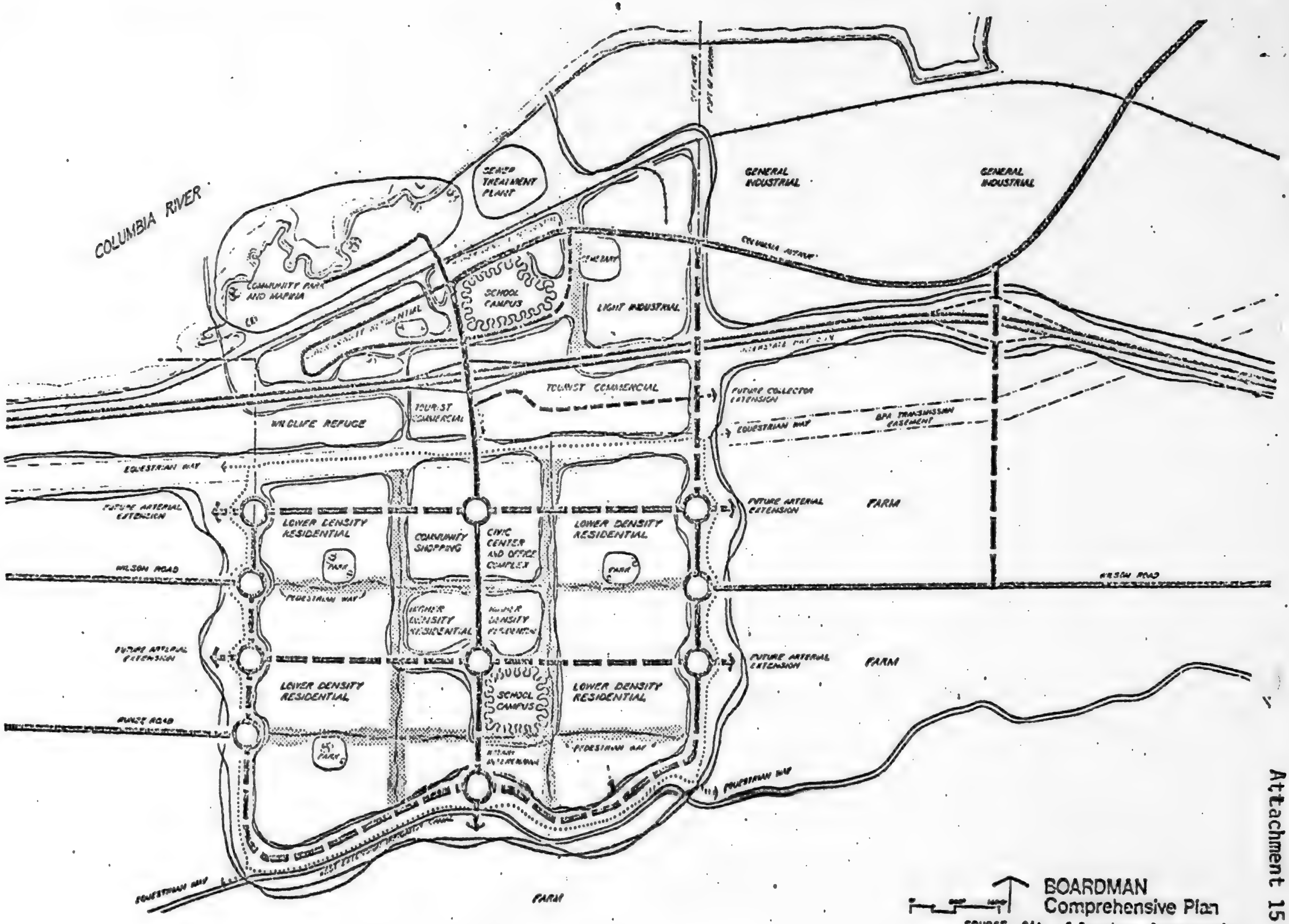
On April 18th, the meeting with the State Highway Engineers was held with the following present:

Holly Cornell	CH2M
Geo. Wiese	Boardman
C. M. Weaver	Boeing
Curt Hansens	Corps of Engineers
Al Ross Corps o	Corps of Engineers
D. M. Emrich	Bureau of Public Roads
Ted Doe	" " " "
G. R. Brooks	" " " "
Sam Mallicoat	State Dept. of Planning and Development
W. C. Williams	State Highway Engineer
Forrest Cooper	" " "
Tom Edwards	" " "
L. H. Young	" " "

Sam Mallicoat and W. C. Williams presided at the meeting. Mr. Mallicoat opened that meeting stating its purpose and then turned it over to me since I had requested the meeting. I made a brief reivew of the Boardman Interchange problem and then called on Holly Cornell to make the presentation for the City of Boardman. Mr. Cornell stated that the City of Boardman is spending city funds to make a review study of the impact that the Boeing Airplane would make on the community and that in the same line of thinking, perhaps the State Highway Dept. should also review the Boardman Interchange. Mr. Williams requested a time commitment from Boeing before a review of the request could be honored, as to their operation and needs.

Mr. Weaver stated that the first development at Boardman would be for a test stand for the Saturn I missile. Their goal is to start construction on this test stand by July 1st, 1961. This will employ about 100 people. If additional testing contracts are obtained, there would probably be about 300 people employed at Boardman by the end of 1962. These employees would be free to live where ever they please. It was his felling that if adequate living conditions are not provided at Boardman, their employees would probably live in the Tri-City area, Pendleton, and Hermiston. He stated that both Pendleton and the Tri-City area are less than an hour away from Boardman and that thousands of their employees in other areas spend that much time, and more, getting to work.

Attachment 15


COLUMBIA RIVER
SEWER TREATMENT PLANT
GENERAL INDUSTRIAL
GENERAL INDUSTRIAL
COLUMBIA AVENUE
COMMUNITY PARK AND MARINA
CEMETARY
SCHOOL CAMPUS
LIGHT INDUSTRIAL
INTERSTATE HWY
TOURIST COMMERCIAL
TOURIST COMMERCIAL
WILDLIFE REFUGE
FUTURE COLLECTOR EXTENSION
EQUESTRIAN WAY
BPA TRANSMISSION EASEMENT
EQUESTRIAN WAY
FUTURE ARTERIAL EXTENSION
FUTURE ARTERIAL EXTENSION
FARM
LOWER DENSITY RESIDENTIAL
COMMUNITY SHOPPING
CIVIC CENTER AND OFFICE COMPLEX
LOWER DENSITY RESIDENTIAL
WILSON ROAD
PARK
PARK
WILSON ROAD
PEDESTRIAN WAY
HIGHER DENSITY RESIDENTIAL
HIGHER DENSITY RESIDENTIAL
FUTURE ARTERIAL EXTENSION
FUTURE ARTERIAL EXTENSION
FARM
LOWER DENSITY RESIDENTIAL
SCHOOL CAMPUS
LOWER DENSITY RESIDENTIAL
PARK
PEDESTRIAN WAY
EQUESTRIAN WAY
EQUESTRIAN WAY
FARM

BOARDMAN
Comprehensive Plan

SOURCE: City of Boardman, Comprehensive Plan; Stan Wallulis and Associates, 1975.

ECOAC Resolution # 004-79

Attachment 16

RESOLUTION

Stating the East Central Oregon Association of Counties support of a proposed full diamond interchange on Interstate 80-N, 1.8 miles east of Boardman Exit 164.

WHEREAS, the East Central Oregon Association of Counties is a voluntary organization of local units of government in Gilliam, Grant, Morrow, Umatilla, and Wheeler Counties; and

WHEREAS, these general purpose units of local government have joined together to pursue the orderly growth and development of the five county region; and

WHEREAS, one of the stated purposes of the Association is to..."provide a forum for elected officials of member governments to identify issues and needs regional in scope"; and

WHEREAS, ECOAC has identified, in its 1978 Overall Economic Development Program Update, a goal relating to transportation:

"Goal 1: Improvement of the District's Transportation System

Objective 1: Improvement of the highway system within the District, particularly in Grant, Wheeler, Morrow, and Umatilla Counties.

Objective 3: Improvement of water or barge transport facilities and access along that portion of the Columbia River within the District."; and

WHEREAS, ECOAC has determined that the proposed interchange will have a definite impact on the future development of the Port of Morrow as a regional industrial center and on the City of Boardman by diverting heavy truck traffic from downtown streets.

NOW, THEREFORE, BE IT RESOLVED THAT ECOAC supports efforts by the City of Boardman and the Port of Morrow to secure a full diamond interchange 1.8 miles east of Boardman Exit 164.

SIGNED this 21 day of June, 1979.

Foster A. Odom

Mayor Foster A. Odom, Chairman

Attachment 16

RESOLUTION

Stating the District 12 Transportation Advisory Committee's support of a proposed full diamond interchange on Interstate 80-N, 1.8 miles east of Boardman Exit 164.

WHEREAS, the Transportation Advisory Committee, with a broad cross-section membership representing transportation providers and users, has been organized to advise the East Central Oregon Association of Counties on transportation needs and projects within Oregon Administrative District 12; and

WHEREAS, the Committee recognizes the necessity to coordinate local, state, and federal efforts toward improving the quality of transportation services and addressing particular transportation requirements of jurisdictions within District 12; and

WHEREAS, the Committee has determined that the proposed interchange will improve transportation service to the Boardman area by more directly serving the Port of Morrow and relieving heavy truck traffic through the City of Boardman.

NOW, THEREFORE, BE IT RESOLVED THAT the District 12 Transportation Advisory Committee supports efforts by the City of Boardman and the Port of Morrow to secure a full diamond interchange 1.8 miles east of Boardman Exit 164.

SIGNED this 20th day of June, 1979.

Rodney A. Aho

Rodney A. Aho
Chairman

Attachment 17

OREGON POTATO

RECEIVED
SEP 25 1979
E.C.O.A.C.

September 21, 1979

Port of Morrow
PO Box 200
Boardman, OR 97818

Dear Sirs:

We at Oregon Potato are very concerned about the proposed freeway interchange East of Boardman. We realise the impact of our potato traffic on the city and this interchange would be helpful not only to us, but to the City of Boardman as well in relieving some of the downtown congestion.

Our incoming raw product consists of approximately 350 tons of potatoes per day, seven days a week. This results in a traffic load of about 25 trucks per day plus an additional 3 trucks per day hauling the finished product which must enter and exit through Boardman.

We would appreciate any help you can give in releiving this traffic problem.

Sincerely,

Frank Dye

Frank Dye
General Manager

FD:mp

P. O. BOX 169 BOARDMAN, OREGON 97818 (503) 481-2715

Attachment 18

QUA[illegible]TOES
Morrow [illegible] Company
P. O. Box 187 [illegible] DMAN, OREGON [illegible]

RECEIVED
SEP 24 1979
E.C.O.A.C.

November 2, 1976

Mr. Glen Jackson
Chairman, Oregon Transportation Commission
Medford, Oregon 97501

Dear Mr. Jackson:

I am writing to you as manager of Morrow Produce Co Inc. in regards to the traffic condition existing presently at the only ingress - egress to the city of Boardman and the Port of Morrow Industrial Park from Interstate 80 N.

Perhaps you do not realize how appalling things become here between mid- July and October when thousands of loads of potatoes are moved from the farms to the Boardman Processing plants and storage facilities.

I have seen as many as eighteen trucks backed up on the off-ramp trying to get on the main street through Boardman. With agriculture growing at it's present rate in this area, it will not be long before these trucks will be backed up to the freeway lanes.

The streets of Boardman were not designed to accomodate these 65 foot semi's and trucks and trailers, making it necessary for the trucks to swing wide in the street effectivley closing both lanes of traffic on the two steets by the High School.

Mr. Jackson, I hope this is not going to be another of those problem areas in our Hi-way system wherepeople must be killed or injured befor any remedies are effected. I feel that something must be done soon regarding an additional ingress - egress off Intersate 80-N to the Boardman Industrial Park before the situation worsens to a point of injry or death.

Yours truly

Bruce O. Nicholes
General Manager

BON/mam

Attachment 18

QUALITY OREGON POTATOES
Morrow Produce Company, Inc.
P. O. BOX 187 BOARDMAN, OREGON 97818

October 20, 1978

Mr. William L. Cranford
Department of Transportation
Transportation Building
Salem, Oregon 97310

Dear Mr. Cranford:

I am writing to you in regards to the purposed ingress and egress to the Port of Morrow.

I feel the Highway Department made some very bad mistakes in the planning at Boardman with respect to I-80. They have moved the town blocking the expansion with I-80 on the South and the Railroad on the North. They surely did not do their home work throughly when they built only one overpass and one entry to the town and the Port of Morrow. There is just to much traffic in a very congested area.

We at Morrow Produce Company move 240,000 cwt. of product through this one egress each year. Our tonage arrives to us from both East and West on I-80, in 1977 we shipped 200 truck loads of product from Simtag Farm in addition, all from the west.

Virtually all of our trucks out bound from our plant arrive to us from the West. This prior to any expansion at our plant is 600 to 700 truck annually. We purpose expansion of our operation to fresh vegtable, carrots, turnips, rutabagers, etc. which would increase truck traffic another 30 trucks per day.

As I have stated before to the Highway Department, I think they errored badly in not planning for this traffic. They divided the town in the middle and forced all traffic on one two lane highway.

There has been some talk of a frontage road from the Umatilla, Heppner junction. This would help the traffic from the East, but what of the traffic from the west? Must these trucks waste entery and time by back tracting seven miles?

I feel this would be poor planning again. What we need is a full egress and ingress east of the now existing exit. I purpose an entry at Olson Ave. or in that vicinity.

If I can be of any more assistance, please do not hesitate to call me.

Very truly yours,

Bruce O. Nichole

Bruce O. Nicholes, Pres.
Morrow Produce Company Inc.

Attachment 19

PETITION

We, the undersigned find that the present single freeway interchange serving the city of Boardman, Oregon so concentrates vehicular traffic as to cause us concern for:

safety to school children and travelers, noise and air pollution, maintenance costs and limitations to growth.

We therefore petition for the construction of a second full diamond interchange on I80N, 1.8 miles East of Boardman providing access to the Port of Morrow Industrial Park.

Name:	Address:
Deb Kenagy	101 Landmark Square, Boardman
Jennifer A. Wilson	101 Landmark Square, Boardman
Marilynn Warnock	101 Landmark Square, Boardman
Daniel Betonys	PO Box 126 Boardman.
Frank Bates	RT 1 Wilson Road.
Virginia McCall	Desert Springs Est. #24 Boardman, Ore.
Kathleen A. Hascall	203 Boardman Ave N.W. Boardman
Carol Marchek	724 Mt. Hood Ave. Boardman Or
Marilynn K. Hanson	Rt 1 Box 46-B2, Boardman
Oreta Brien	Wilson Trailer Park
Brenda Walls	P.O. Box 558 Boardman
Carolyn Buren	311 Columbia Dr Boardman
Gene Hitchcock	Boardman Camp Boardman
Bonnie Miller	Boardman P.O. Box 559

ATTACHMENT 20

CITY OF BOARDMAN RESOLUTION NO. 9-79

WHEREAS, the unprecedented growth in Boardman has generated large increases in traffic; and

WHEREAS, access to the Port of Morrow Food Processing Park is only obtained through the City of Boardman; and

WHEREAS, large trucks have made traffic conditions nearly intolerable: and

WHEREAS, city streets are receiving excessive wear; and

WHEREAS, school children cross city streets where traffic is excessive.

NOW, THEREFORE BE IT RESOLVED that the City of Boardman supports and encourages all efforts to obtain a full diamond interchange 1.8 miles east of Boardman exit #164.

Dated this 2 day of October, 1979.

CITY OF BOARDMAN

Mayor

City Councilmen

Attest:

City Recorder

RECEIVED
OCT 05 1979
E.C.O.A.C.

Revised: 11-14-79

APPENDIX C

OREGON DEPARTMENT OF TRANSPORTATION
Office of Project Management
Urban Studies Unit

CITY OF BOARDMAN-PORT OF MORROW: ORIGIN-DESTINATION SURVEY

Background

The City of Boardman and the Port of Morrow have for many years sought additional access to Interstate 80N for the growing traffic (in particular, truck traffic) to the industrial park. In response to these needs, the Region 5 Engineer for the Oregon Department of Transportation (ODOT) requested that the Urban Studies Unit conduct a survey of traffic and access to the Port of Morrow Industrial Park in cooperation with the local agencies and many businesses in the area.

The goals of the study were several:

1. Conduct such traffic and origin and destination studies as necessary to factually document existing traffic conditions and access needs.
2. If additional access to I-80N is justified, assist the local agencies to identify and document their transportation needs to the maximum extent possible.
   a. Define and evaluate all feasible alternatives to solving existing transportation problems.
   b. Develop prototype construction costs estimates for alternatives.
   c. Develop benefit/cost ratios for alternatives.
   d. Assist local agencies in preparing applications and document justifications designed to obtain federal approval and interstate financing.

This report will be limited to addressing the conduct of the study and the results obtained.

It is anticipated that local officials may prefer an alternate based on construction of a new I-80N Interchange. If so, it will be necessary to make application to the Federal Highway Administration (FHWA) for new access permission. As a practical matter, any construction is not likely unless Interstate funding or local funding can be obtained. Therefore, a second report will be published shortly after this report. It will be entitled City of Boardman-Port of Morrow: Preparation of An Application for New I-80N Access and Interstate Funding.[1] The second report will use information from this first report with emphasis on local and state cooperation in preparing an application for Interstate funding. The second report will suggest local actions that will materially help in preparing the application to the FHWA.[1]

The Cooperative Survey

A report entitled City of Boardman and Port of Morrow: Proposal For A Traffic Survey and Forecast was published July 28, 1977, and was the basis for the survey that followed.

The survey was a cooperative effort between the City of Boardman, The Port of Morrow, Morrow County, many private businesses and agricultural organizations and ODOT. The following were the main features of the survey.

1. October 11, 1977 was selected as "Survey Day" by Port of Morrow officials. Survey Day was selected as a typical peak season day. On this day all known farms, businesses and processing plants that were operating trucks in or out of the industrial park, reported all truck and light-vehicle movements.
2. Manually Classified Vehicle counts were conducted of all traffic at the Boardman-I-80N Interchange on the same day.
3. Hourly mechanical vehicle counts were conducted on both the east and west Columbia Avenue entrances to the industrial park for one week each, before and after Survey Day.

Note: 11-14-79

[1] A second report was not published. Instead, meetings were held with local agencies. Also, the East Central Oregon Association of Counties assumed responsibility for documenting local needs and goals relating to the Port of Morrow.

4. All local shippers (farms, warehouses, etc.) were asked to report annual or seasonal data, including the number of loaded trucks, truck operating costs, number of employees, etc.

Local coordination of gathering the above mentioned information was supplied by the Port of Morrow and the City of Boardman. Region 5, ODOT made the various vehicle counts. The ODOT Urban Studies Unit furnished reporting forms and assisted the local businesses to supply needed information.

Rationale For Analysis of Survey Results

The survey produced much information, all of which was used as a basis for this report.

As this is a competive world, it is understandable that some firms could be hesitant to furnish details of their operations. For what ever reason, some of the information desired was not received or was incomplete. This was particularly true of annual or seasonal data.

These problems resulted in delays in the study and in publishing this report. After attempting several different approaches to the problems, the following rationale for conducting an analysis of the survey results was developed.

1. All data and information published would be summarized in such a way as to preclude the identity of specific facts relating to any particular business or operation.
2. There were a number of variables (truck operating costs, length of season, etc.) that varied rather widely. Because of such variance, it was decided to publish the results as both high and low estimates. Thus, the results to follow should be considered as a range of values.

3. Because of variations, this report must be considered preliminary. Local advice, input and new data (if forthcoming) could be incorporated into a final version of this report.

The Urban Studies Unit has extensive technical data upon which the figures and main assumptions of this report were based. These data are so voluminous that if all were presented, this report would be unreadable. Therefore, only significant technical matters will be reported.

Furthermore, some assumptions had to be made from the best available information because, precise information was lacking. For example, the percentage of light vehicles to and from the industrial park from the east on I-80N could not be precisely determined. However, by using traffic counts, employment data, population distributions and observed turning movements at the Boardman-I-80N Interchange, reasonable estimates for 1978 could be made as follows:

a. 1,000 light vehicles enter the industrial park from east on I-80N on an average peak season day.

b. 500 light vehicles enter from the east on I-80N on an average off-peak season day.

Because of cost, the Urban Studies Unit has no intention of publishing all the technical material. However, the information is on file, even if some of it is not in a publishable form. Such information will be shared with any interested person through correspondence or conferences at the Urban Studies Unit's offices in the Department of Transportation Building in Salem, Oregon.

Survey Day Results

The various Survey Day vehicle counts, truck movement reports and other information were assembled and tabulated by the ODOT Urban Studies Unit. In general, the Survey Day data were more complete than the annual or seasonal data.

It was particularly evident that the truck movements reported by shippers closely matched the visual traffic counts made by trained obserbers from Region 5. This provides a basis for confidence in the locally furnished information; traffic data has not been inflated in order to show a greater need. Furthermore, the hose counts made for a week before and after Survey Day showed that Survey Day traffic was just five percent higher than the two-week average. Clearly, Survey Day traffic was normal and the selection of that particular day by local officials was appropriate.

There were some concerns expressed by local officials that Survey Day might not reflect the full impact of peak conditions. Due to depressed potato prices, they felt that there were few movements of potatoes in or out of warehouses. It will be noted later in this report that vehicle operating costs and benefit/cost ratios were based primarily on annual information. Therefore, the Survey Day results were not particularly significant in this respect.

On Survey Day there were 2,100 vehicles in an out of the industrial park from the west on Columbia Boulevard. To and from the east there were 550 vehicles for a total of 2,650 vehicles in and out of the Port. Of the above 2,650 vehicle movements, 864 were heavy trucks; the remainder were light vehicles. Map 1 shows 1978 Average Weekday Peak Season Traffic. This map is a direct result from information compiled on Survey Day.

Annual and Seasonal Surveys

As stated earlier, the annual and seasonal data received were not as extensive or complete as the data for Survey Day. It was necessary to make a greater number of estimates and assumptions. Additional research was necessary.

However, the research strongly substantiated the smaller amount of data received. These matters will be discussed in greater detail in the later section entitled Significant Travel Factors.

Alternatives Defined

Efforts were made to define all alternatives thought to solve traffic problems due to activity at the Port of Morrow. Local people and officials cooperated fully and the following alternatives were defined.

> Alternate 1: Construction of a full diamond interchange one and one half miles east of the Boardman-I-80N Interchange. On the north side of I-80N it would connect to existing roads near a structure which was formerly a part of US 370. On the south side of I-80N a new road could connect the Wilson Road; perhaps to be constructed by the county.
>
> There has been local discussion of building a half interchange to allow only access to and from the east. This concept could be revived at a later time, but the Urban Studies Unit believes that it is not desirable because:
>
> a. Very little savings would result. This is because the major cost of an interchange is in the structure crossing the freeway.
>
> b. Half interchanges frequently result in delay and added costs to motorists, who have exited and then discover they cannot reenter in the same direction

they were going. Both the State and FHWA make efforts to avoid such interchanges. A rejection of an application for a half interchange could be more likely than for a full interchange.

c. As will be shown later, truck traffic to and from the west is increasing. It appears the full interchange will be needed.

Alternate 2: This would proved access to Port via a new frontage road from the Boardman Interchange. About 1.1 miles of new construction would be required.

Alternate 3: A frontage road on the north side of I-80N would connect the Irrigon Interchange with the Old US 730 and access to the Port from the east. About 2.3 miles of new construction would be required.

This report will analyse the impacts and comparative costs involved for the foregoing three alternatives and the No Build option. There was discussion as to whether or not an interchange at Patterson Ferry Road was an alternative that could solve the traffic problems at Boardman and the Port of Morrow. After discussions with local business men and officials, the Patterson Ferry Road-I-80N Interchange concept was eliminated as a viable alternative because:

1. Construction of a Patterson Ferry Road-I-80N Interchange would have almost no impact on the Boardman-Port of Morrow traffic prolems, unless one of the three previously mentioned alternatives was also constructed. Locally, a possible Patterson Ferry Road interchange is seen as a separate issue.
2. Federal approval and Interstate funding for a Patterson Ferry Road Interchange would be very difficult to obtain because of low probable traffic volumes. Interviews of principal farms and processors in the immediate area indicated that the interchange would not have substantial use because it would be out of direction, or that the existing frontage road to the east is adequate for their needs.
3. If an interchange at Patterson Ferry Road is to be justified it appears that it would have to be for conditions other than traffic problems at Boardman or Port of Morrow.
4. Consideration of a Patterson Ferry Road Interchange as a true alternative could weaken the case for additional access to the Port of Morrow.

Traffic Forecasts

For this particular study, future traffic forecasts may not be particularly important. This is because the FHWA in the past has been more influenced by current conditions than by a future forecast.

The forecast that was made was based on traffic volume trends. Figures 1, 2 and 3 show traffic volumes, trends and calculated growth factors on I-80N, the Boardman Interchange Ramps and on North Main Street in city center. The growth factors are quite high when compared to statewide averages. However, they are probably the best factual data available and were used to forecast traffic for the "No Build" option (existing street system) for 1988. Map 2 shows the traffic volumes that would result.

Alternate 1 traffic is shown by Maps 3 and 4 for 1978 and 1988 respectively. Attention is invited to the forecasts on Columbia Blvd. west of the industrial park. Because of meager data, these forecasts may be "soft". Also, the connecting road from the interchange to Wilson Road attracts such low volumes of traffic that construction may not be cost effective. For this reason the road is shown as a dotted line.

Alternate 2 traffic volumes for 1978 are shown by Map 5 and for 1988 by Map 6. Again the forecasts for Columbia Boulevard west of the Port may be "soft". However, the volumes are small and a 100 percent error would be of little consequence.

Alterante 3 traffic volume forecasts are shown in a similar manner to the previous alternatives by Maps 7 and 8. The same cautions on Columbia Boulevard traffic volumes will apply.

The traffic volumes and physical street systems for all alternates (including the No Build Option) are such that Level of Service C (a desirable condition) or better can be expected on all facilities in 1978 and 1988.

In the Appendix to this report there is an explanation of Level of Service. Examples are given of conditions motorists can expect for the various levels of service. The remarks on how various individuals view traffic, especially those in small cities should be considered.

Significant Factors

The traffic forecasts of the previous section will be the basis for developing comparative vehicle operating costs for the several alternatives. This section will attempt to define and evaluate those factors that are significant in developing costs.

It will be noted that most cost factors have been expressed on a mileage or ton-mile basis. However, in developing these unit costs, the value of time (such as truck drivers salary) have been taken into account, even though this may not be readily apparent. Furthermore, all other cost factors have been considered (insurance, depreciation, wear, etc.) and are reflected in the unit costs used.

The following significant factors were developed primarily from locally furnished data. During the discussion of each item, it will be noted that comparisons were made with independent data whenever possible. These comparisons consistently supported the accuracy of locally supplied data.

1. The average weight of loads hauled in and out of the Port (as reported by shippers) was 15.3 tons. Most of the potato trucks hauled 15 or 22 tons, but there were enough other trucks to give the above average.
2. The highest reported loaded ton-mile haulage cost was \$0.27 per ton mile. The lowest was \$0.16. These

costs represent 1978 costs accounting for inflation since Survey Day.

Determining haulage costs was a major problem causing delay to the study. Only a few shippers answered these questions. It was immediately evident that Port of Morrow haulage costs were substantially higher than nationally reported long-haul costs. The Urban Studies Unit made an extensive study of truck costs to check on the reliability of the information received. The conclusions were that:

a. Short distances substantially contribute to higher ton-mile costs.

b. Seasonal implications raise costs as compared to year-round continuous operations.

c. Farm to processor trips experience substantial delays in the fields and at plants, not experienced in ordinary long-haul truck operations.

d. That the reported cost range was entirely reasonable and can be substantiated.

3. A rock products firm used specialized truck equipment and reported 1978 costs of $3.92 per mile traveled. An investigation revealed that the reported costs were justified due to required maintenance and the special nature of the equipment.

4. The Urban Studies Unit has recently completed an extensive investigation of light vehicle operation costs for the La Grande area. It is believed that these costs are applicable to the Boardman area. The costs were $0.26 mile if a reasonable value was placed on the drivers time. With no value being placed on the drivers time, the cost was $0.14 per mile. These two figures will be used as a reasonable range of light vehicle operating costs.

5. Some shippers did not report the number of tons transported on an annual basis. Where this occurred, estimates were made from other shippers data. For example, it was assumed that two farms with an equal number of irrigating pivots would ship similar tonnages. Similarly, that storage sheds of similar sizes would ship similar tonnages.

From such data and assumptions, it was estimated that the

Port commercial operations as a whole had 45,000 truck loads in 1977 that would be affected by the Alternatives under study. The effects of shipments by rail were taken into account in arriving at the estimate of 45,000 truck loads.

Next, an attempt was made to consider the fact that 1977 was a light crop year. The assumption was made that an increase or decrease in truck loads of plus or minus 25 percent would not be unreasonable. Therefore, the 1978 high value of 56,000 truck loads (45,000X1.25) was assumed, along with a low value of 34,000 truck loads.

6. The percentage of truck loads oriented to and from the east on I-80N was estimated by a combination of known locations of farms and the location of population and construction sites. It was estimated that 95 percent of all agriculturally related trucks would orient to the east. Furthermore, that 75 percent of construction related trucks would orient to the east of the Boardman Interchange.

7. The orientation of light vehicles to the east was more difficult to estimate, and was explained in more detail earlier. The estimate was made that in 1978 during peak season 1,000 light vehicles would orient to and from the industrial park from the east on I-80N. In off peak season, 500 light vehicles were estimated.

8. All food processing plants, the rock products and gravel plants work the year-round. For those facilities that are seasonal, the shortest reported season was two months. The longest reported was six months. Based on these data, the assumption was made that the average peak season would be four months with the remaining off peak season being eight months. Most plants reported as operating six days per week. Therefore, the assumption was made that all facilities were in operation 25 days per month (this corresponds to a six-day week).

Comparative Costs Between Alternates

The previous two sections gave traffic forecasts and defined those significant factors that would be applied to traffic volumes to develop costs for each alternate. Each alternative has been earlier defined.

The one-way average mileages between common points, or travel distances for each alternate route are as follows:

Alternate	Mi. to East	Mi. to West
No Build (Existing Road System)	4.70	2.15
1 (New Interchange)	2.45	2.44
2 (Boardman Interchange & new frontage road)	4.52	1.95
3 (New frontage road Irrigon Inter. to US 730)	2.27	6.78

Table 1 shows the "high" and "low" operating cost estimates for each alternate for that portion of the industrial park traffic that would be affected by alternate routes. Traffic that would not be affedted by route changes has not been included.

It should be noted that costs for trucks (both heavy and rock products) were computed on an annual basis. Costs for light vehicles were calculated for both peak and off peak season and summed to represent annual costs.

Table 2 shows the prototype cost estimates for the three alternatives. The cost of the connecting road to Wilson Road as shown on Maps 3 and 4, is estimated separately, because it is not essential to the satisfactory access to the Port of Morrow. Also, this connection could be constructed by others.

In addition to the information in Table 2, the following comments apply to estimating right-if-way and construction costs for each alternate.

> Alternate 1: It is assumed that the Stone Machinery Shop on the north side of the road will not be disturbed or the lot diminished enough to damage the remainder.

Alternate 2: This estimate excludes that portion of the road which aligns with and includes N.E. Front Street. The area immediately east of the Riverside Motel is considered to be potential commercial, with the remainder of the area needed for acquisition being residential or industrial. This estimate assumes the alignment will not sever the existing developed sites so as to damage the remainder(s).

Alternate 3: This estimate does not include possible relocation of power poles and transformers at the Umatilla Electric Coop sub-station.

None of the three alternatives appear to damage any existing improvements or to require any relocations. Alternate 1 appears to be the least disruptive of existing land use.

Table 3 summarizes the impacts of the three "build" alternatives as compared to the No Build option.

Column 1 shows what the annual savings (in 1978 dollars) would be to motorists for each construction alternative as compared to doing nothing. These savings are in a sense "paper" savings. Although these savings are actually experienced by motorists, the money is not accumulated in a fund that could be used for construction.

Column 2 of Table 2 shows the Prototype Costs Estimates for construction and right-of-way for each alternate. It should be noted that a substantial cost tolerance is implied by a Prototype Cost Estimate.

Column 3 shows the annual cost that would pay for construction of each project alternate. It will be noted that a Capital Recovery Factor for 20 years at eight percent was used, as being appropriate for today's conditions. In the past, ODOT has used 30 years and six percent in such calculations. If the longer time and lower interest rate were used, the result would be a lower annual capital recovery cost.

Column 4 is merely arithmatic; dividing the savings of Column 1, by the costs of Column 3. The result is a benefit/cost ratio which can be used to evaluate one alternative in relation to another. The highest benefit/cost ratio would indicate the highest dollar benefit to motorist as compared to construction costs.

Summary, Conclusions and Financing Considerations

From a short-range cost standpoint, Alternate 3 seems to be the most desirable alternative. However, Alternate 1 is a close second and will appear increasingly better as truck traffic to and from the west increases.

Information received after a first draft of this report indicates that vegetable processing in the Port of Morrow is substantially expanding into other than potato and alfalfa products. Increasing truck traffic between the Port and large vegetable farming operations to the west is already occurring and will cause the benefit/cost ratio of Alternate 1 to gain as compared to the benefit/cost ratio of Alternate 3.

Information has also been received from local people that backups on the freeway have occurred during the afternoon peak hour, when workers leave the Portland General Electric coal fired generator construction site and return home to Boardman. Such information will be best used in conjunction with local development and documentation of "Compelling Public Need", as will be explained in the second report. 1/ However, the situation is mentioned here, so local people will be assured it has not been forgotten.

Note: 11-14-79

1/ A second report was not published. Instead, meetings were held with local agencies. Also, the East Central Oregon Association of Counties assumed responsibility for documenting local needs and goals relating to the Port of Morrow.

The financing of the construction of either alternate will be a major problem . From the state standpoint, any construction without federal participation is probably not possible. As far as federal funding is concerened, there are two main possibilities: (1) Federal Primary System Funds and (2) Federal Interstate System Funds.

Federal Primary funds are very limited and the Statewide Primary System is in such need that the chances of financing new construction with primary funds are very low. Furthermore, with primary funds a higher state match-money ratio is required as compared to Interstate funds. ODOT's capability of matching available Federal funds has dwindled and may not be adequate.

Obtaining Federal Interstate funds for any of the three alternatives will be difficult, but if successful could possibly be matched by some combination of State, Port, County or City funds. An eight percent match is required; $80,000 would match a one million dollar project.

Obtaining Federal permission and Interstate funding based on current needs alone or even on future projections are not likely. Current FHWA policies prevent spending Interstate funds on sections that have been completed. In other words, once a freeway is completed it is against current FHWA policy to add additional improvements, even if needed, with Interstate funds. This problem must be overcome. Joint. State and local extensive cooperation offer the best change for success.

The previously mentioned second report (City of Boardman-Port of Morrow: Preparation of an Application for New I-80N Access and Interstate Funding) will address these financing issues in a more comprehensive manner and suggest making a strong case for obtaining Federal Interstate funding.1/

W. L. Cranford

December 12, 1978
Revised: 11-14-79

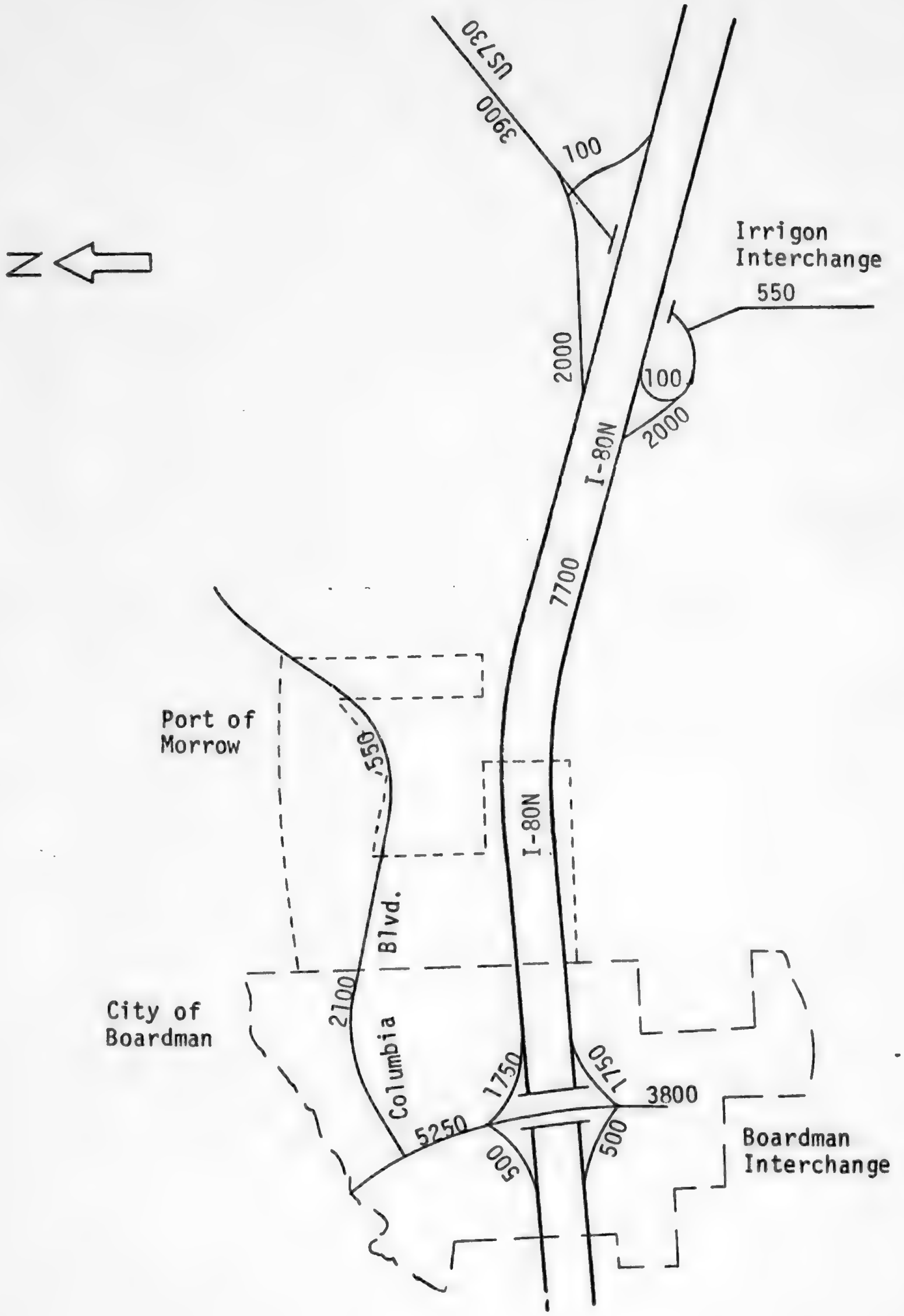
Note: 11-14-79

1/ A second report was not published. Instead, meetings were held with local agencies. Also, the East Central Oregon Association of Counties assumed responsibility for documenting local needs and goals relating to the Port of Morrow.

MAP 1

EXISTING CONDITIONS

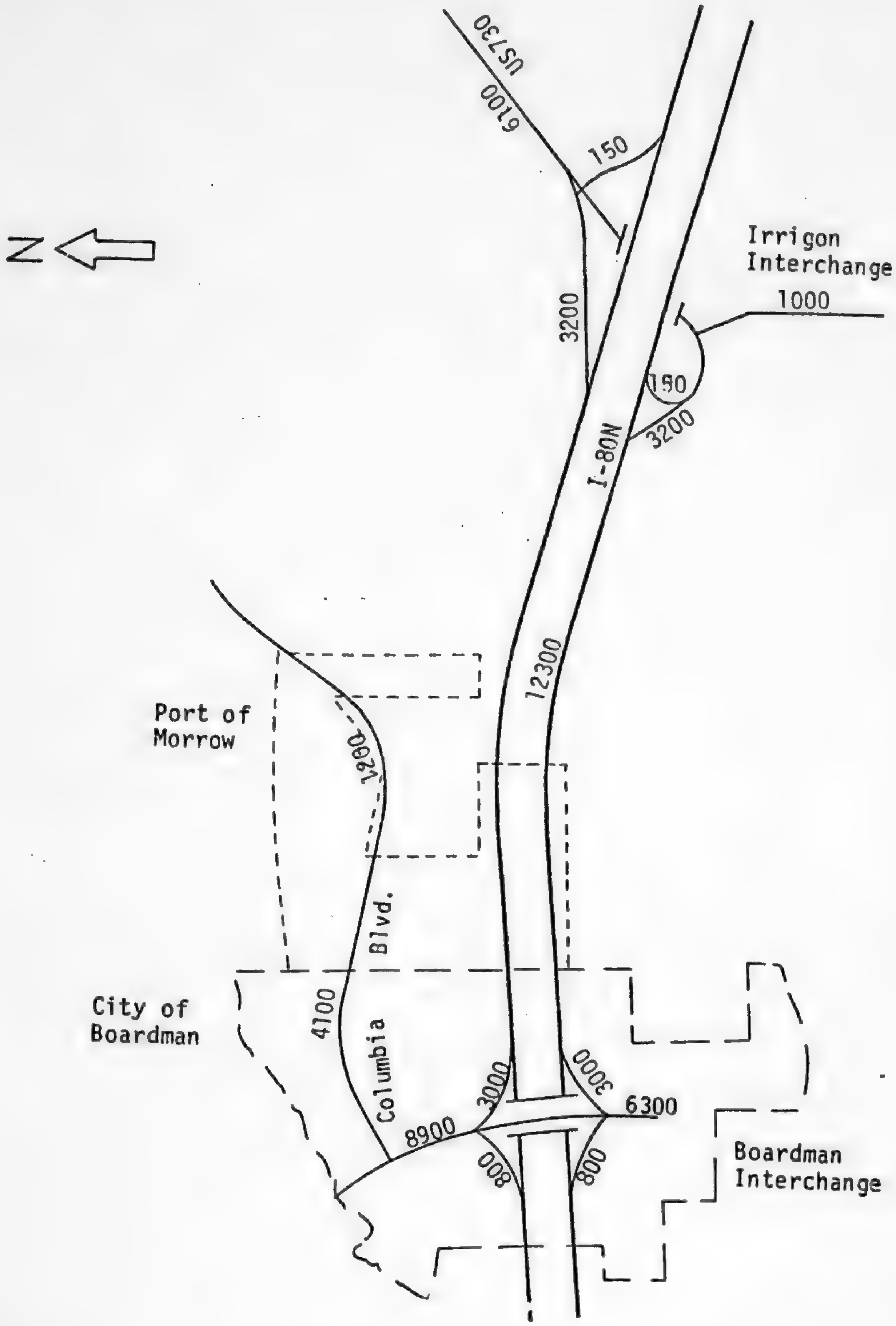
1978 AVERAGE WEEKDAY PEAK SEASON TRAFFIC


N
US730
3900
100
Irrigon
Interchange
550
2000
100
2000
I-80N
7700
Port of
Morrow
550
I-80N
Blvd.
City of
Boardman
2100
Columbia
1750
1750
3800
5250
500
500
Boardman
Interchange

MAP 2

"NO BUILD" OPTION (EXISTING ROAD SYSTEM)

1988 AVERAGE WEEKDAY PEAK SEASON TRAFFIC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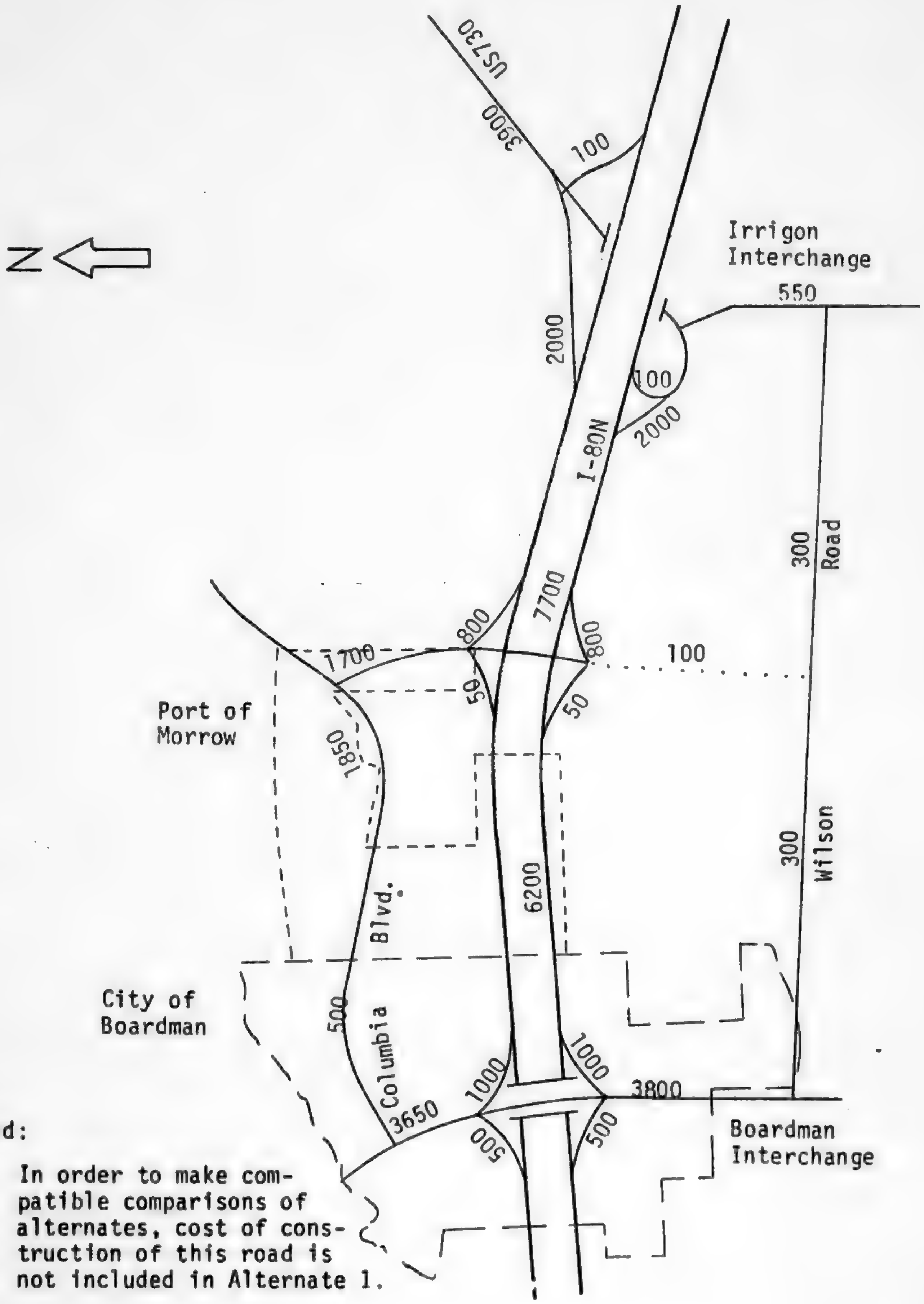
US730
6100
150
3200
Irrigon Interchange
1000
150
3200
I-80N
12300
Port of Morrow
1200
Blvd.
City of Boardman
4100
Columbia
3000
3000
6300
8900
800
800
Boardman Interchange

MAP 3

ALTERNATE 1

1978 AVERAGE WEEKDAY PEAK SEASON TRAFFIC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US730
3900
100
Irrigon
Interchange
550
2000
100
2000
I-80N
300
Road
7700
800
1700
800
100
50
50
Port of
Morrow
1850
300
Wilson
Blvd.
6200
City of
Boardman
500
Columbia
1000
1000
3800
3650
500
500
Boardman
Interchange

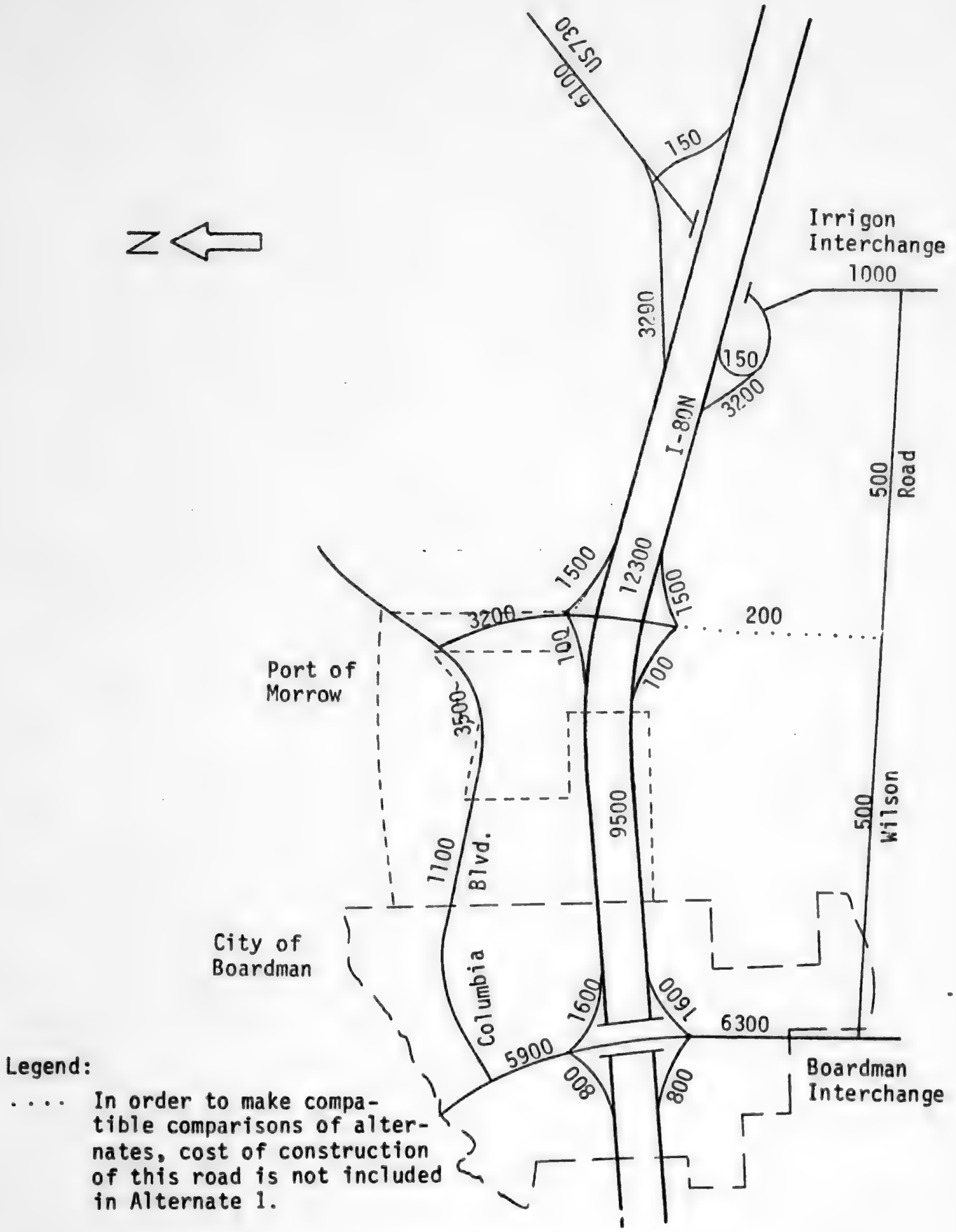
Legend:

· · · · In order to make compatible comparisons of alternates, cost of construction of this road is not included in Alternate 1.

MAP 4

ALTERNATE 1

1988 AVERAGE WEEKDAY PEAK SEASON TRAFFIC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US730
6100
150
Irrigon Interchange
1000
3290
150
3200
I-80N
500
Road
1500
12300
1500
3200
200
100
100
Port of Morrow
3500
9500
500
Wilson
1100
Blvd.
City of Boardman
Columbia
1600
1600
6300
5900
800
800
Boardman Interchange

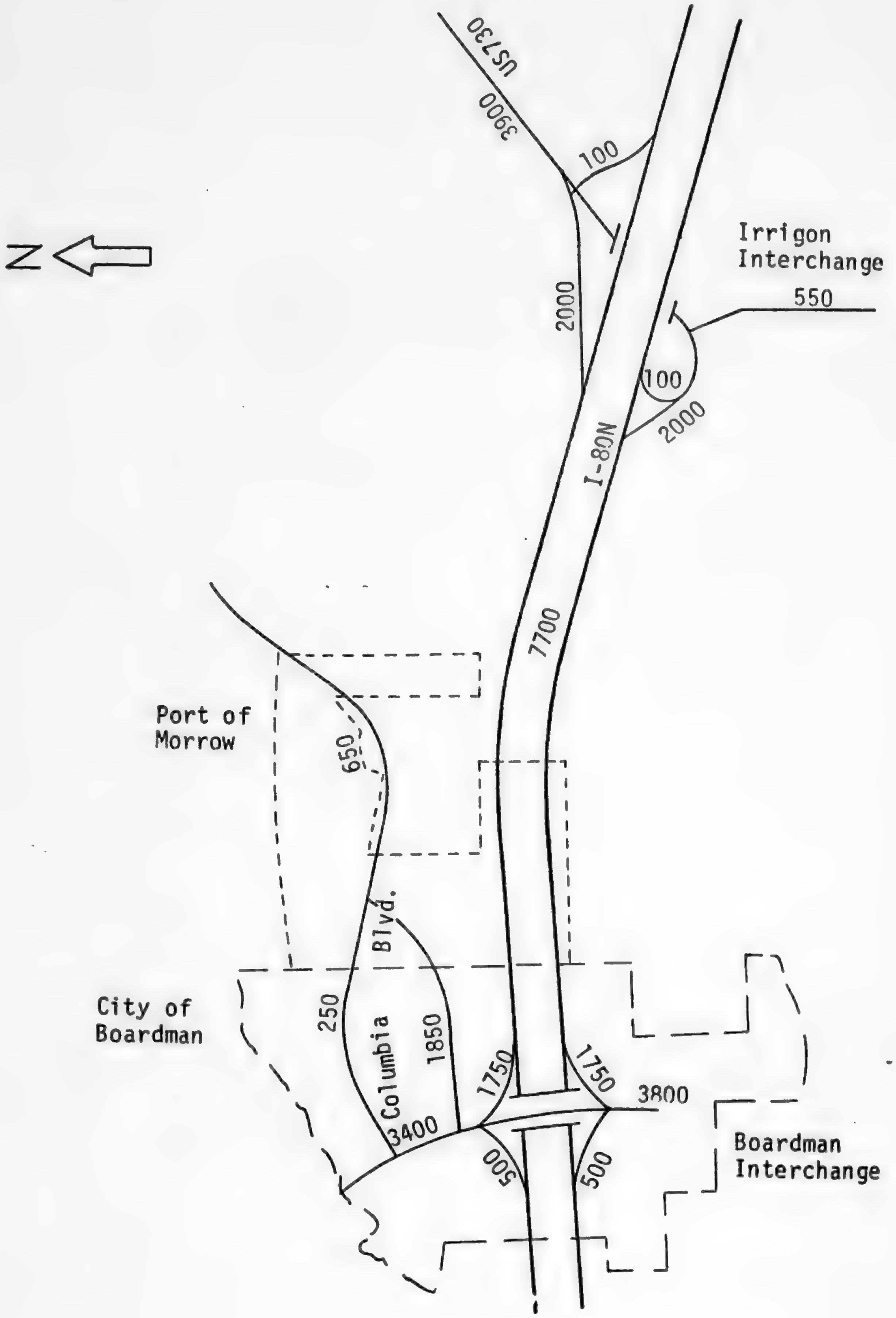
Legend:

.... In order to make compatible comparisons of alternates, cost of construction of this road is not included in Alternate 1.

MAP 5

ALTERNATE 2

1978 AVERAGE WEEKDAY PEAK SEASON TRAFFIC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Irrigon Interchange
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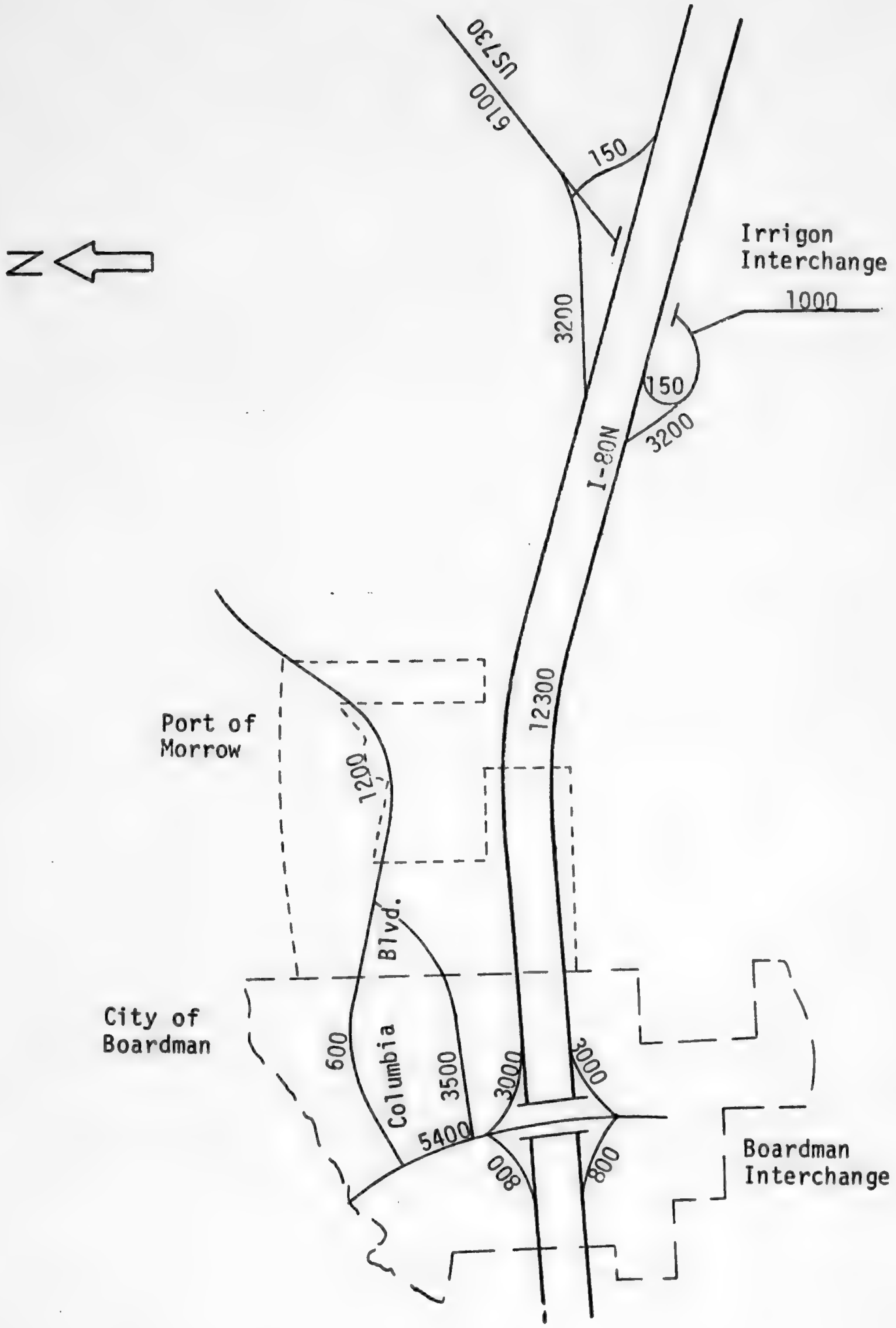
2000
100
2000
I-80N
7700
Port of Morrow
650
Blvd.
City of Boardman
250
Columbia
1850
1750
1750
3800
3400
500
500
Boardman Interchange

MAP 6

ALTERNATE 2

1988 AVERAGE WEEKDAY PEAK SEASON TRAFFIC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Irrigon
Interchange
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12300
Port of
Morrow
1200
Blvd.
City of
Boardman
600
Columbia
3500
3000
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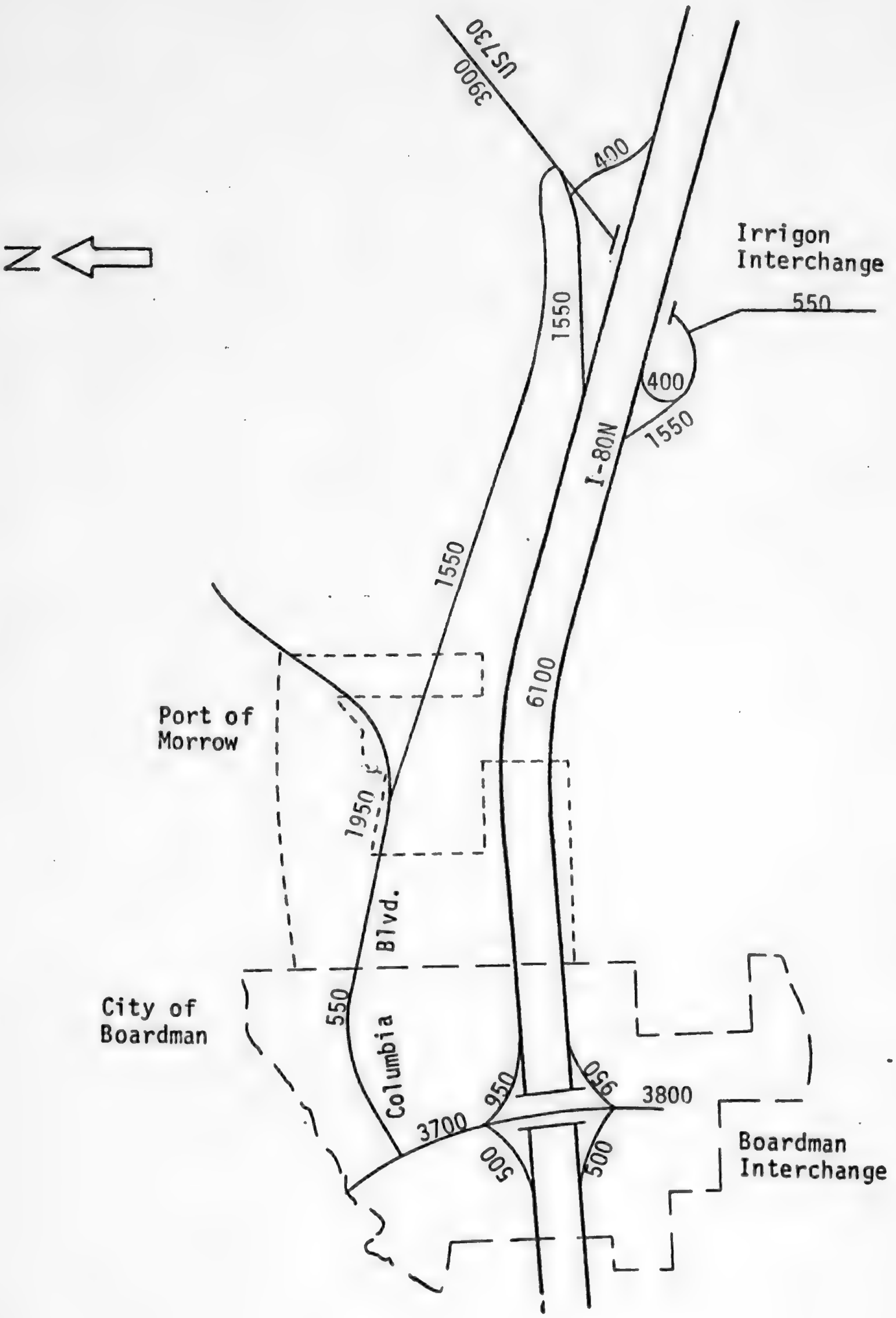
5400
800
800
Boardman
Interchange

MAP 7

ALTERNATE 3

1978 AVERAGE WEEKDAY PEAK SEASON TRAFFIC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3900
400
Irrigon Interchange
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1550
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1550
I-80N
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Port of Morrow
1950
Blvd.
City of Boardman
550
Columbia
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3700
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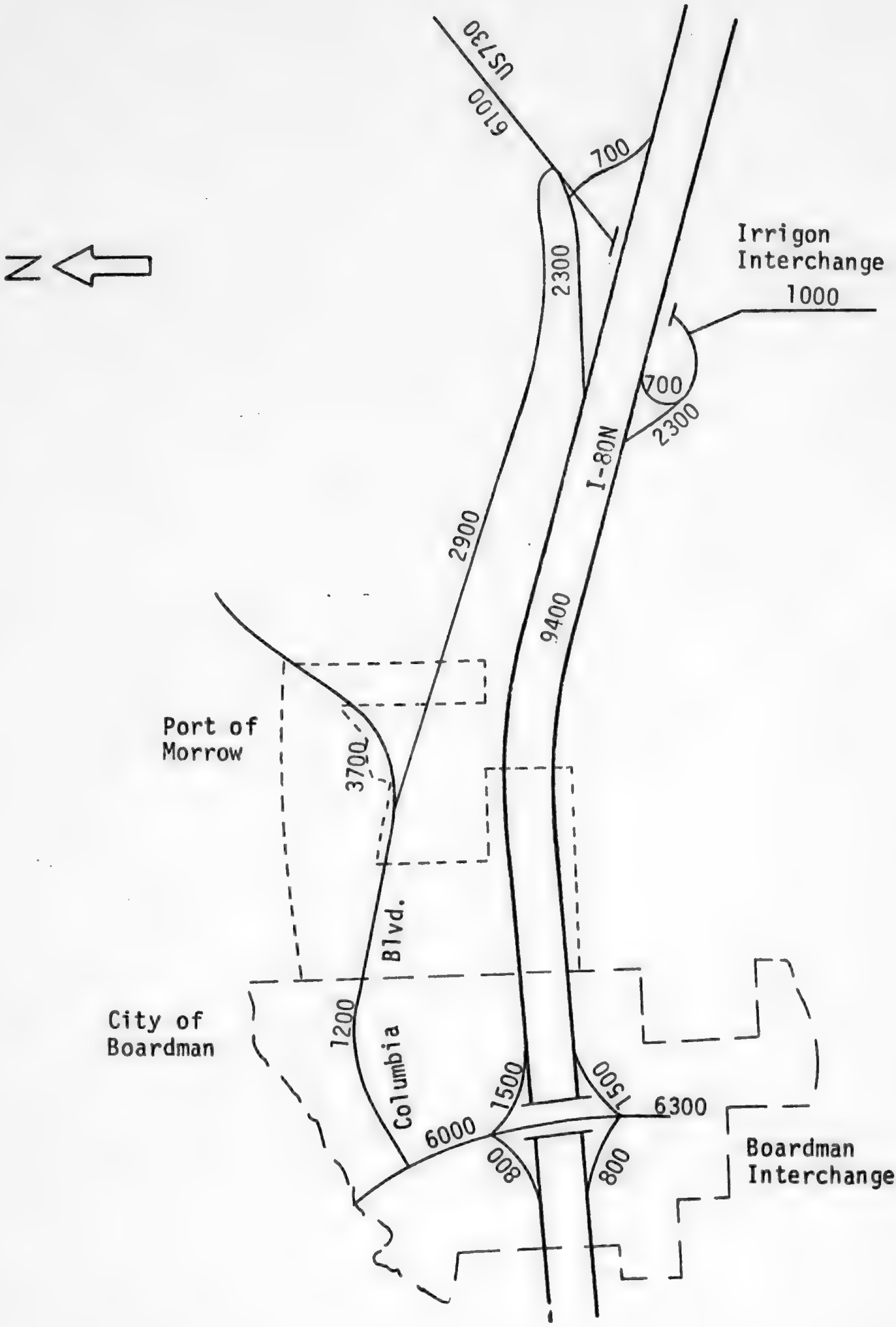
500
Boardman Interchange

MAP 8

ALTERNATE 3

1988 AVERAGE WEEKDAY PEAK SEASON TRAFFIC


US730
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Boardman
Interchange

FIGURE 1

TRAFFIC VOLUMES ON I-80N BETWEEN BOARDMAN AND IRRIGON INTERCHANGES

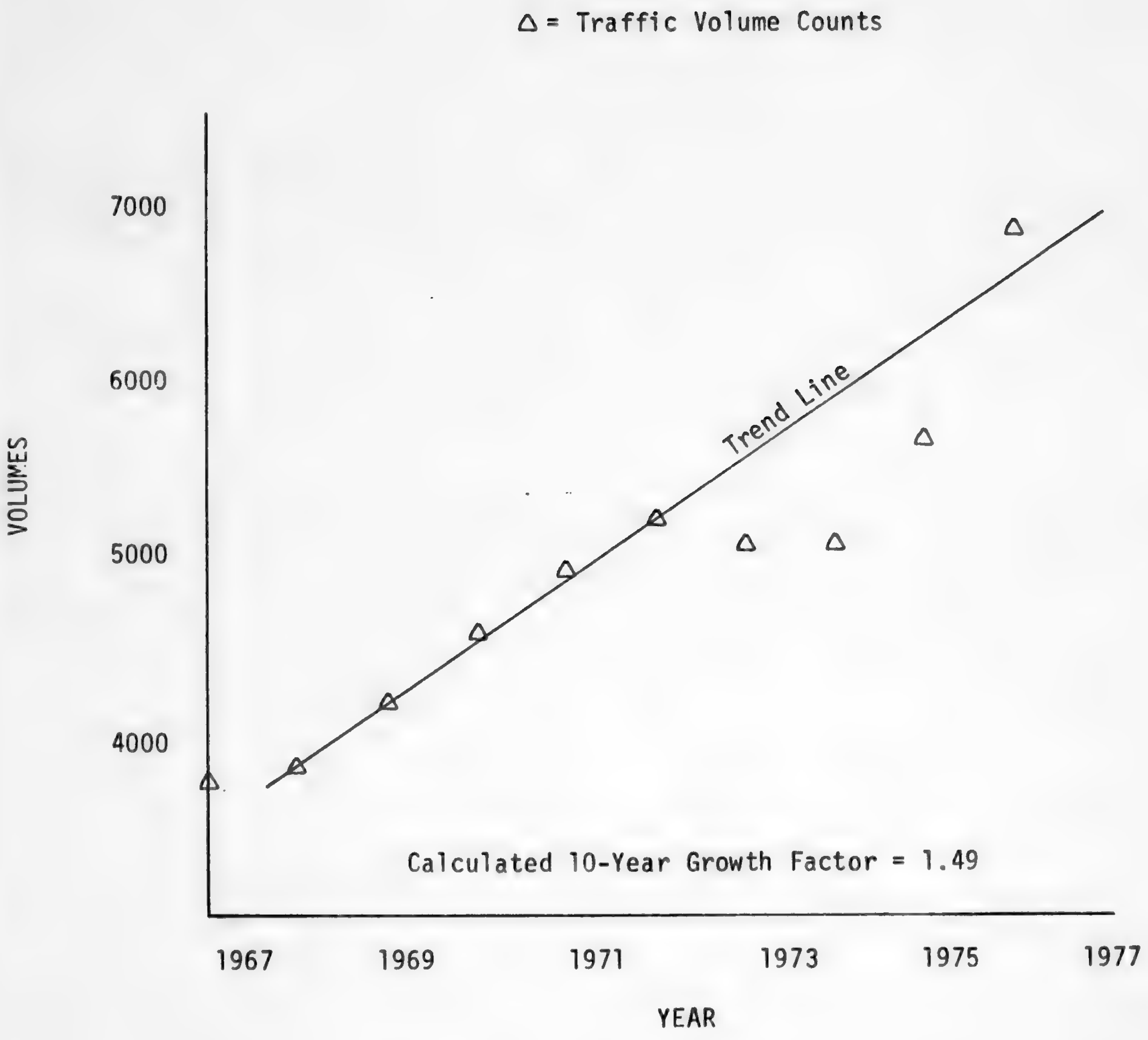

FIGURE 2

COMBINED TRAFFIC VOLUMES FROM BOARDMAN INTERCHANGE RAMPS

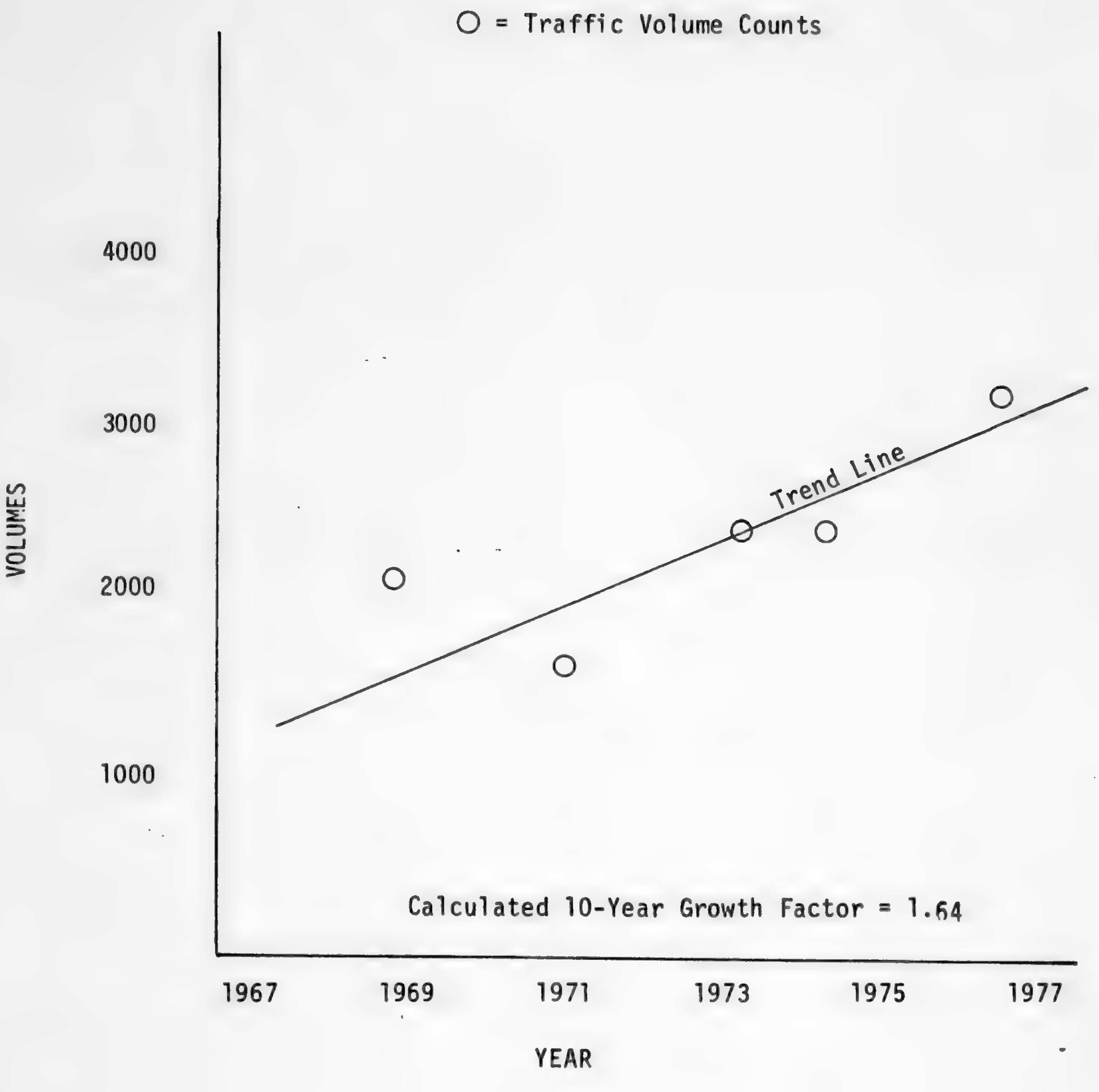

FIGURE 3

TRAFFIC VOLUMES ON NORTH MAIN STREET, NORTH OF I-80N IN THE CITY OF BOARDMAN

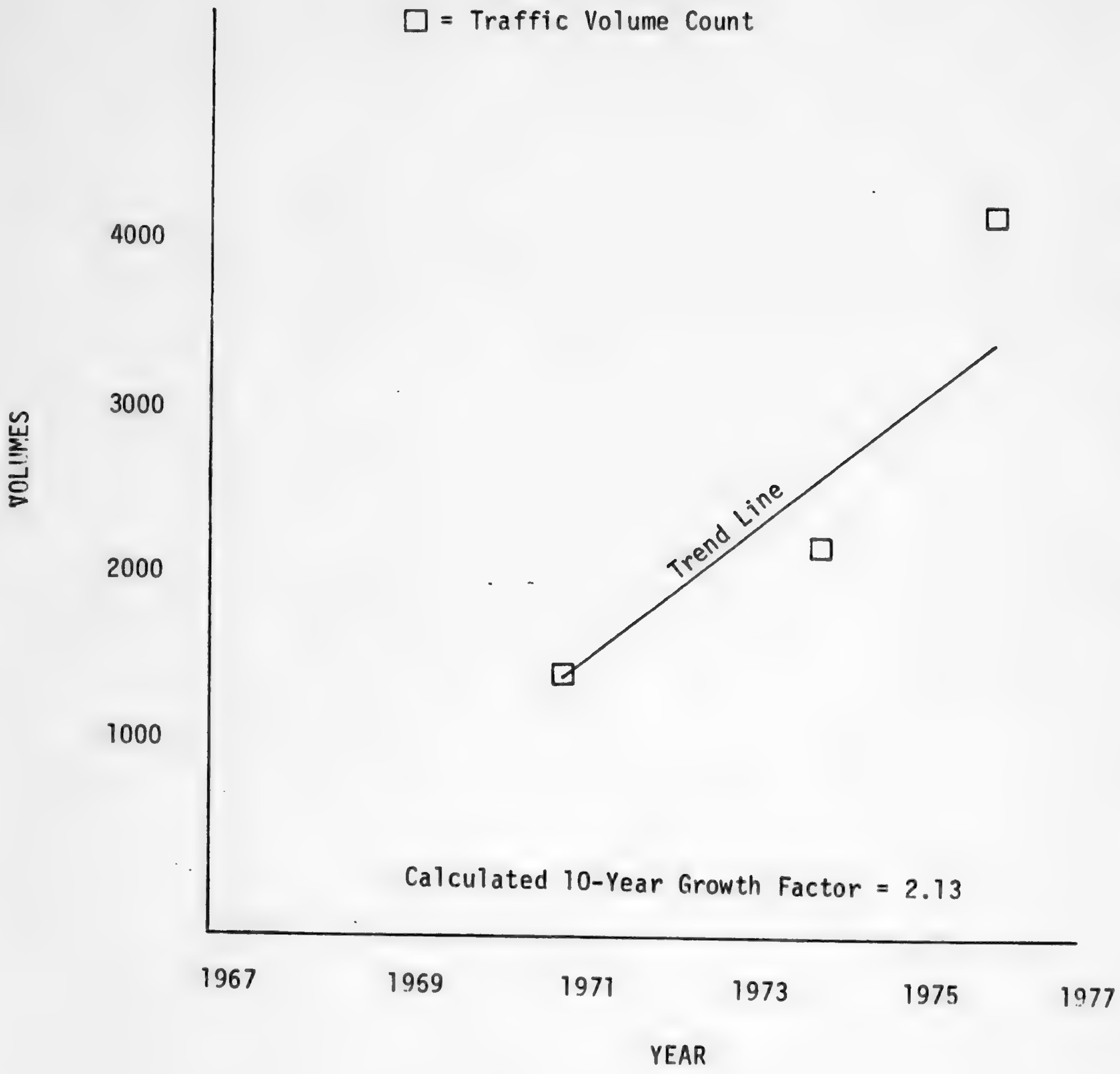

TABLE 1

ANNUAL OPERATING COSTS
For Traffic To & From The Port of Morrow That Would Be Affected By Alternate Routes

ALTERNATES	Heavy Trucks	Rock Prod. Trucks	Light Vehicles	TOTALS
No Build (Existing Road System)				
High	$1,202,900	$155,200	$353,100	$1,711,200
Low	$ 432,400	$ 96,500	$190,200	$ 719,100
1: (New Interchange)				
High	$ 485,300	$ 63,000	$ 97,700	$ 646,000
Low	$ 175,100	$ 39,700	$ 52,600	$ 267,400
2: (Boardman Interchange & New Frontage Road)				
High	$1,159,700	$149,500	$341,800	$1,651,000
Low	$ 416,900	$ 92,900	$184,100	$ 693,900
3: (New Frontage Road, Irrigon Interchange to US 730)				
High	$ 475,900	$ 68,700	$86,300	$ 630,900
Low	$ 171,800	$ 43,200	$46,500	$ 261,500

Rev: 11-17-78

TABLE 2

CONSTRUCTION AND RIGHT-OF-WAY COSTS
(Prototype Cost Estimate)

ALTERNATES	Construction	Right-of-Way	TOTAL
1: (New Interchange)	$1,700,000	$15,000	$1,715,000
2: (Boardman Interchange and Frontage Road from the West)	$ 550,000	$67,000	$ 617,000
3: (Irrigon Interchange and Frontage Road from the East)	$1,200,000	$46,000	$1,246,000

1/ The cost of a possible connecting road to Wilson Road is $434,000. This cost is not included in Alternate 1 as traffic volumes are so low that the road is not essential to satisfactory access to the Port of Morrow.

TABLE 3

COSTS SUMMARY

For Traffic To & From The Port of Morrow That Would Be Affected By Alternate Routes

ALTERNATES	Annual Veh.1/ Opr. Savings	Prototype Const. Cost Estimate	Annual Cost to2/ Repay Const. Cost	Benefit/Cost Ratio
1:				
High	$1,065,200			6.10
		$1,715,000	$174,673	
Low	$451,700			2.59
2:				
High	$60,200			0.96
		$ 617,000	$ 62,841	
Low	$25,200			0.40
3:				
High	$1,080,300			8.51
		$1,246,000	$126,905	
Low	$457,600			3.61

1/ As compared to the No Build Option

2/ Project Capital Recovery Factor (0.10185) for 20 years at eight percent.

Revised: 12-12-78

1983 Port of Morrow Intchng. 9629
Sec., Columbia River Hwy. E. of
Brdmn. (Pav., Grad., Struc., Sign) #1

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ardman Seeks Second Interchange

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velopment on Port of Morrow property, and would also connect to a county road south of the freeway.

"There should be no question in anybody's mind how much it's needed," City Administrator Jim Thompson told the council. Truck traffic runs dangerously close to children walking in, he said, terming the situation "atrocious."

The resolution said the traffic pattern caused by industrial traffic through town is "nearly intolerable" and causes "excess wear" to city streets.

Construction of the interchange is already being studied by the state Department of Transportation and has also been formally supported by the Port of Morrow. The Boardman council had previously gone on the record supporting the freeway, but this was its first formal resolution to that effect.

Thompson also said that the East Central Oregon Association of Counties has prepared a package of information to present to the state in support of the interchange.

Councilman Dewey West noted that the traffic situation has become particularly hazardous near the railroad overpass, and said that either a traffic light or extra police duty is required there now.

Traffic in that area is bound to get worse before the interchange could be built, Dewey noted. That would be five years at the earliest, Thompson estimated.

In other business, the council found out from project engineer Allen Rieke that Frontier Construction, contractor for the city's new sewer system, still hasn't been able to get leakage in one of the lagoons down to acceptable limits.

Frontier has added an extra layer of bentonite, a type of clay, to the west lagoon, but it is leaking at the rate of seven-eighths of an inch per day. Contract specifications call for leakage not to exceed one-eighth inch, and the sewer cannot legally be put into service under Department of Environmental Quality regulations unless the leakage rate is less than a quarter inch per day.

But Rieke said it is too early to get concerned about the leakage because the bentonite seal could readily improve in another 30 days or so, as it did earlier on a small test pond. "It's got a chance," he said, but noted that it is probably too late to plant a crop this year to use the sewer system effluent.

The sewer system was to be completed last Jan. 16, and Frontier must pay liquidated damages under the contract of $200 per day for the delay. As of today (Wednesday), that penalty amounted to $32,000.

Councilman Gene Trumbull said he feels "a little sorry for the contractor" because "he's trying to do a good job." He noted that the contractor is "losing money every day" on the project.

In other business, the council:

- Continued until its next meeting a hearing on the city's proposed comprehensive zoning ordinance. Councilmen informally agreed to hold a workshop sometime before then to further study it.
- Established a policy to require developers who build a subdivision in phases to transfer title to park and recreation land as required by the city's comprehensive plan when the first phase receives plat approval.
- Approved a resolution which bans parking along a portion of N. Main Street. Trucks parked there have restricted visibility.
- Authorized placing a stop sign on 2nd NE where it enters E. Columbia Ave.

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STATE HWY ENGR
'79
REFER TO
FOR

Counties
Crawford

The Hermiston Herald, Hermiston, Ore., Wednesday, Oct. 3, 1979 — SEVEN

Boardman Seeks Second Interchange

Traffic through Boardman is getting dangerous, and building a freeway interchange east of town is the solution, city councilmen agreed Tuesday night.

The council unanimously passed a resolution asking that a full diamond interchange be built about two miles east of the present interchange, near milepost 164. The interchange would primarily serve industrial development on Port of Morrow property, and would also connect to a county road south of the freeway.

"There should be no question in anybody's mind how much it's needed," City Administrator Jim Thompson told the council. Truck traffic runs dangerously close to children walking in, he said, terming the situation "atrocious."

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- Authorized placing a stop sign on 2nd NE where it enters E. Columbia Ave.

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STATE HWY ENGR
OCT 4 '79
REFER TO
FOR

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS—STATE REVIEW

Project #: 7907 2 680 Due Date: AUG 10 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have comment and the file will be closed

---

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(X) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

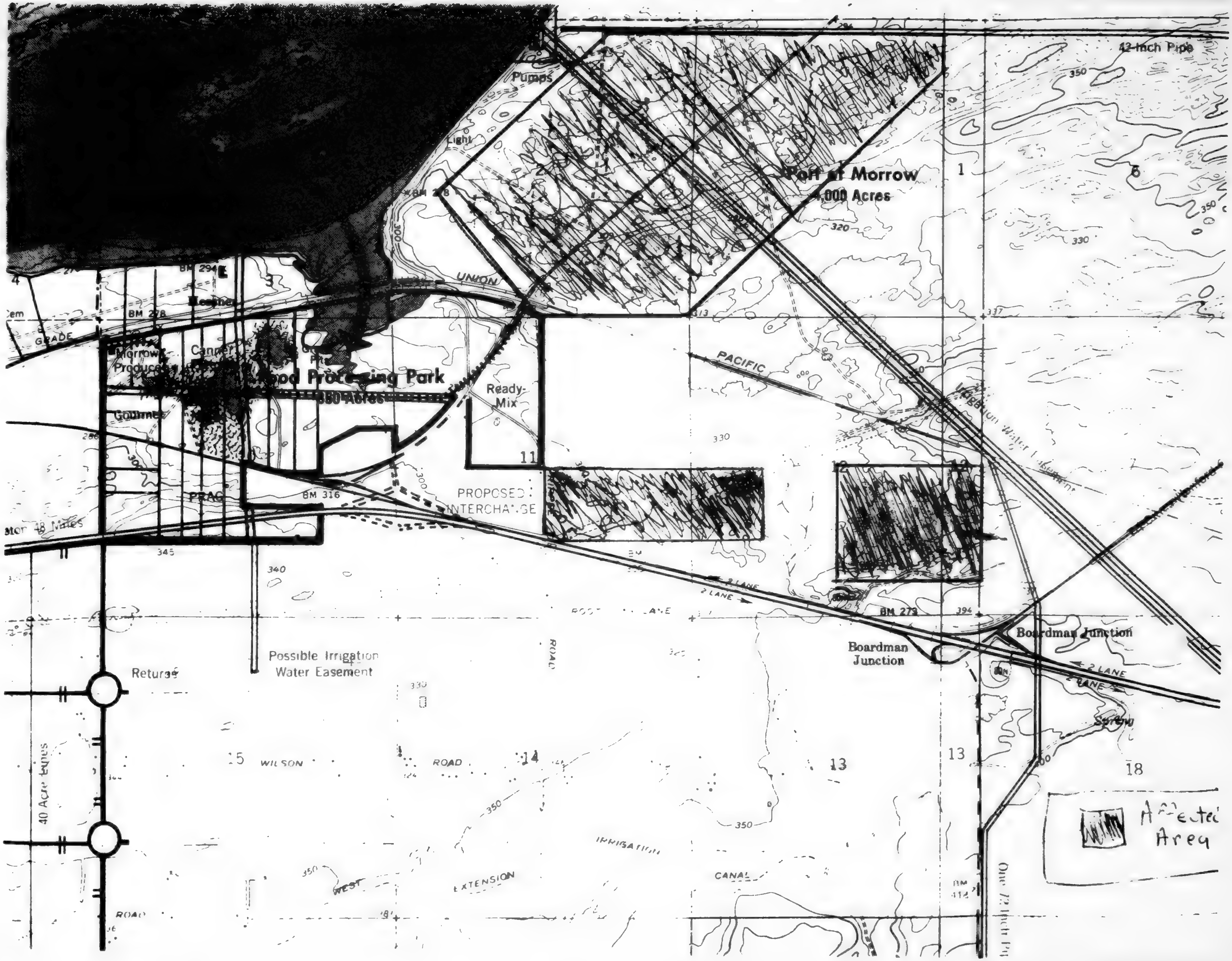
( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

Agency Highway By


42-Inch Pipe
Port of Morrow
4,000 Acres
Pumps
Light
BM 278
UNION
PACIFIC
Irrigation Water Easement
Ready-Mix
11
12
PROPOSED INTERCHANGE
Food Processing Park
380 Acres
Morrow Produce
Cannery
Gourmet
BM 294
BM 278
GRADE
Cem
BM 316
345
340
330
320
350
300
2 LANE
BM 273
394
Boardman Junction
Boardman Junction
Possible Irrigation Water Easement
Returns
40 Acre Units
WILSON
ROAD
IRRIGATION
CANAL
WEST
EXTENSION
15
14
13
13
18
1
6
One 72 Inch Pipe
Affected Area

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS -3	Page One

12] APPLICANT [45 Port of Morrow	46] DIVISION [79

12] APPLICANT ADDRESS STREET [45 P.O. Box 200	46] CITY [50 Boardman, OR	75] ZIP [80 97818

12] CONTACT PERSON [45 E.S. "Buddy" Toadvin	46] AREA CODE [48 503	49] PHONE [55 481	56] EXTENSION [59 2695

12] PROJECT TITLE [71
Port of Morrow Effluent Treatment Project

12] PROJECT LOCATION—CITY Boardman	PROJECT LOCATION—COUNTY Morrow	PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

12] SEE ATTACHED [71

12] [71

12] [71

12] [71

12] [71

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
$125,000			$212,525		$337,525

12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

12] FEDERAL PROGRAM TITLE [71
EDA 304

12] FEDERAL AGENCY NAME [45 Department of Commerce	46] FEDERAL SUB-AGENCY NAME [79 Economic Development Administration

(A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☐ 12	☐ 13	☐ 14	☐ 15	☐ 16	☒ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 6/29/79	(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32	(E) ENVIRONMENTAL IMPACT Yes ☐ 33 No ☒ 34	(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 10	43] DAY [44 1	45] YEAR [46 79

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent [illegible] the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 11.308

V. Has funding agency been notified? No ☐ Yes ☒ Date: 6/29/79

VI. If project includes state funds (12C), identify agency Department of Economic Development

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

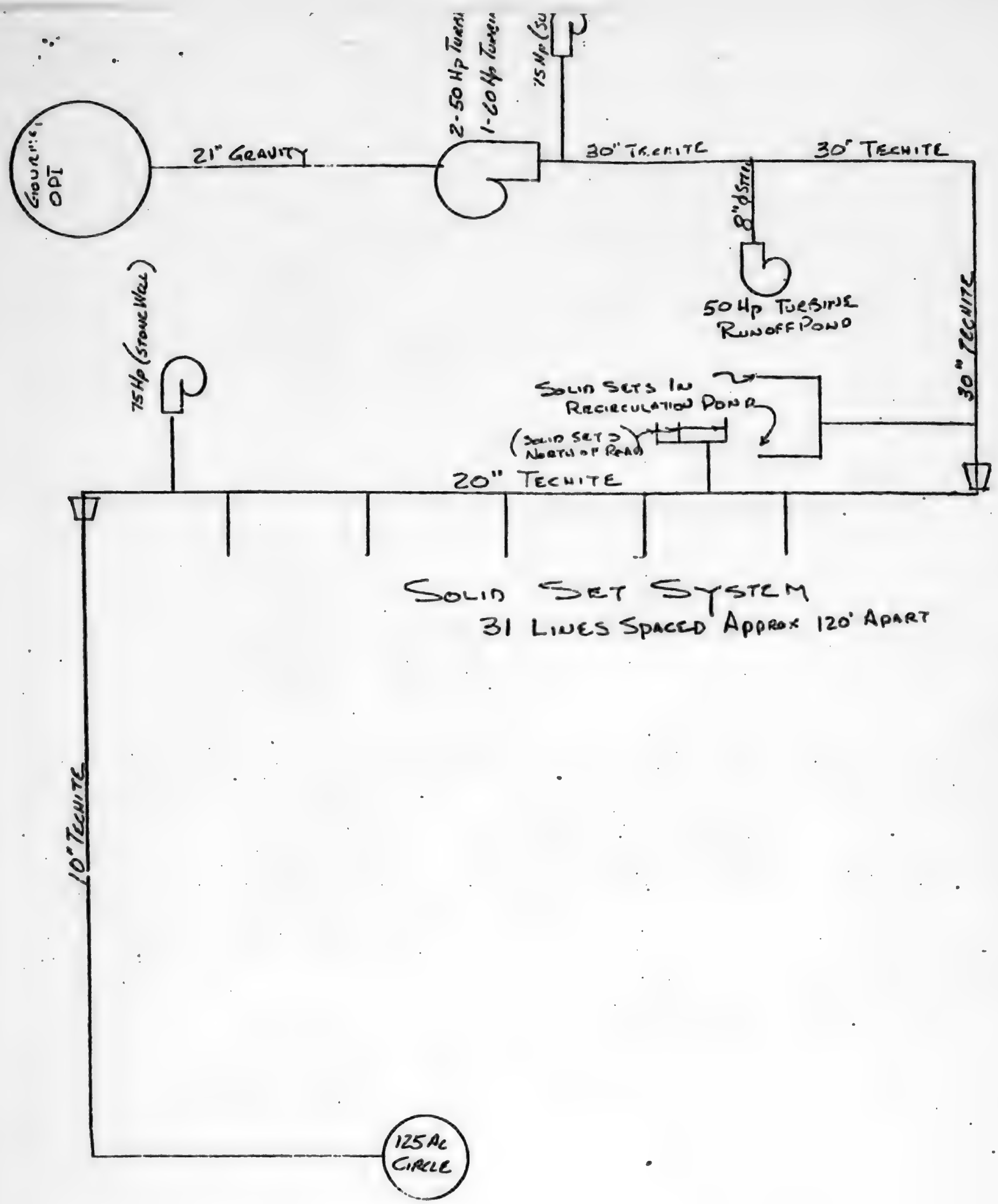
(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS


Gourlie's OPI
21" GRAVITY
2-50 Hp Turbi
1-60 Hp Turbin
75 Hp (Su
30" TECHITE
30" TECHITE
8" d Steel
50 Hp TURBINE
RUNOFF POND
30" TECHITE
75 Hp (STONE WALL)
SOLID SETS IN
RECIRCULATION POND
(SOLID SETS
NORTH OF ROAD
20" TECHITE
SOLID SET SYSTEM
31 LINES SPACED APPROX 120' APART
10" TECHITE
125 AC
CIRCLE

EXISTING SYSTEM

PROPOSED SYSTEM

COST ESTIMATE PLAN

1. Proposed Sedimentation Basin

(a)	Concrete	$ 15,000
(b)	Chain Conveyor, Motor, Controls etc.	40,000
(c)	Storage Bin	25,000
(d)	Truck w/speader	20,000
	Sub Total	100,000
	15% Contingency	15,000
	Total	$115,000

2. Remove Existing Sump Pump $5,000

3. Booster Pump Station #1

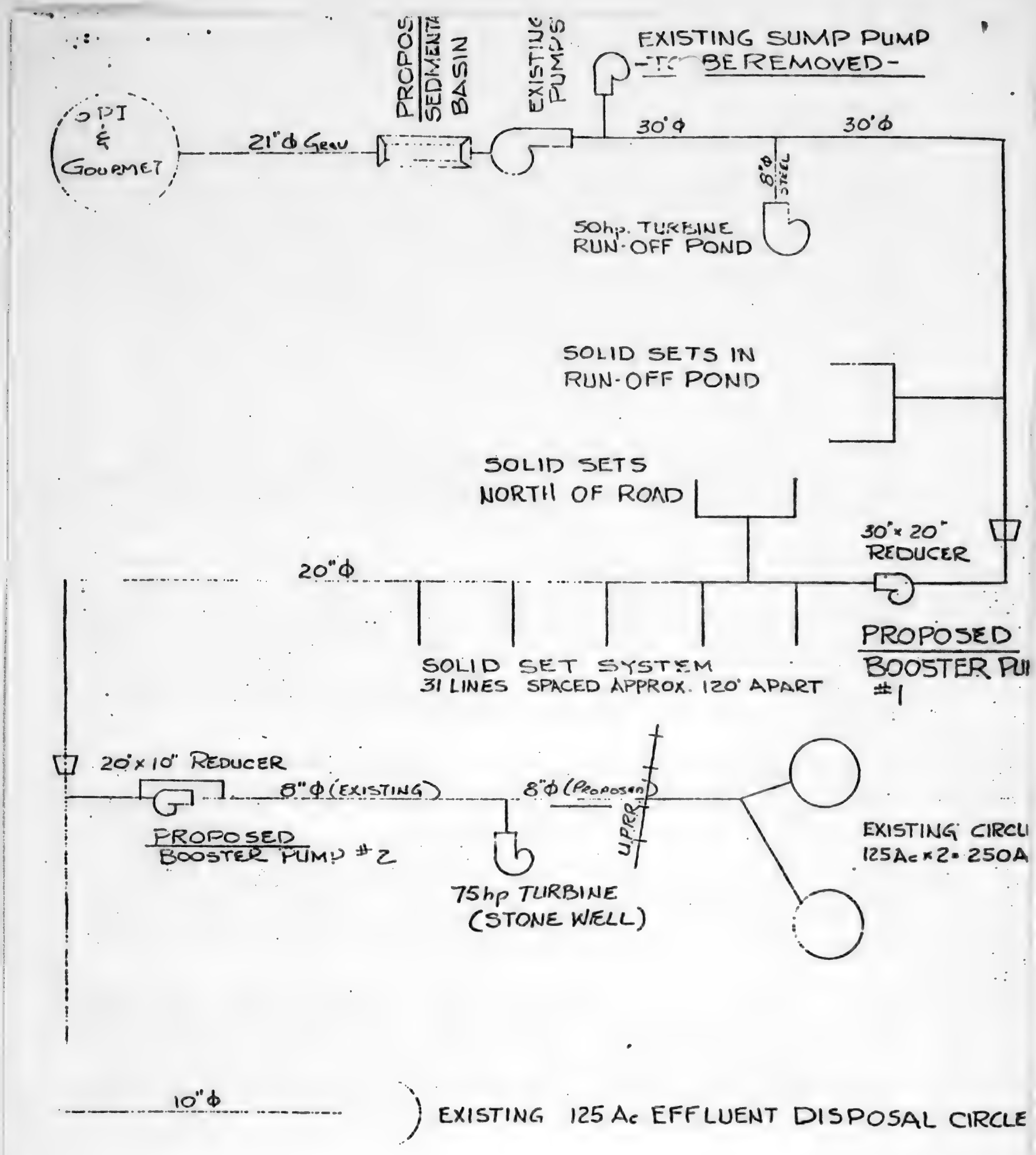
(a)	Pump	$10,000
(b)	Contols, Wiring Etc.	10,000
(c)	Pump House	8,000
(d)	Excavation Piping, etc.	7,500
	Sub Total	35,500
	15% Contingency	5,325
	Total	$40,825

4. Booster Pump Station #2 and Pipeline

(a)	Pump and Controls	$10,000
(b)	Piping at Pump Station	10,000
(c)	Pipe Line 4810' of 8" @ 9.50/ft.	45,700
(d)	Tunnel Under Railroad	15,000
	Sub Total	80,700
	15% Contingency	12,000
	Total	$92,700

5. Three Center Pivot Circles at $28,000/ea. $84,000

TOTAL PLAN $337,525


SPI & GOURMET
21"Φ Grav
PROPOS SEDMENTA BASIN
EXISTING PUMPS
EXISTING SUMP PUMP -TO BE REMOVED-
30'Φ
30'Φ
8"Φ STEEL
50hp. TURBINE RUN-OFF POND
SOLID SETS IN RUN-OFF POND
SOLID SETS NORTH OF ROAD
30"× 20" REDUCER
20"Φ
PROPOSED BOOSTER PU #1
SOLID SET SYSTEM 31 LINES SPACED APPROX. 120' APART
20"× 10" REDUCER
8"Φ (EXISTING)
8"Φ (PROPOSED)
U.P.R.R.
PROPOSED BOOSTER PUMP #2
75hp TURBINE (STONE WELL)
EXISTING CIRCL 125Ac × 2 = 250A
10"Φ
EXISTING 125 Ac EFFLUENT DISPOSAL CIRCLE

PROPOSED SYSTEM

PRESSURE REQUIREMENTS

At present the system is severly limited because of several problems. The 30" diameter Techite line has been a problem since installation. This portion of the system did not pass the required pressure test and because of this the pipe supplier and the contractor executed an extended warranty with the Port. This portion of the line has experienced 14 breaks in four years operation. The previous management was reluctant to allow the pipe to be used at the design pressure, fearing that the line would break and cause additional problems. The fact is that the low pressure created problems in the disposal fields in that insufficient water coverage of the field caused very bad farming conditions and only that portion of the crop that was watered lived and a major portion of the fields did not produce and the portion that did receive water was over applied resulting in a build-up of starch, sand, and other undesirable minerals contained in the wastewater.

We have attempted to provide the design pressure in the last few weeks by utilizing all available pumps, including fresh water wells. This has not been entirely successful because excessive back pressure from the fresh water well pump has prevented the waste water pumps from discharging the total amount of the waste water, resulting in a build up in the waste water pump pit.

This build up is not only water. The sand and settleable solids in the waste water are considerable. The sand is a continuous problem, causing excessive pump wear. Two of the existing waste water pumps have only been in service for three months and are operating at a much reduced efficiency. We estimate that the amount of sand pumped daily to be approximately 15 cubic yards. With information from tests of the waste water by O.S.U., we believe that a sedimentation basin can remove more than 85% of the sand and settleable solids, resulting in a much more efficient operation and reduced maintenance costs for pumps.

The sedimentation basin would be sized in accordance with the settling rates established by tests of the waste water. From information on hand, we estimate the basin to have a cross-sectional area of 50 sq. ft. and be approximatly 50 feet in length. The bottom would have a vee shape so that all solids would be directed into an area where they would be consolidated and easily removed. Removal will be by either a drag type conveyor or a pump designed especially for handling such material. The sand and other material would be deposited in an elevated hooper. This would allow for further dewatering and ease of handling. The sand would then be hauled by truck to a disposal site, either a sanitary land fill or preferrably back to the fields.

Due to existing conditions, prior design deficiencies, and expected expansion to the system, booster pump will be required. We contemplate the use of either horizontal split case pumps or canned turbines. These would be installed on line to increase the line pressures in order that the irrigation system would operate to the extent they were designed. One pump would be installed at the beginning of the 20" diameter line. This pump would provide sufficient pressure to operate the solid set system effectively as well as provide a minimum of 60 p.s.i. at the existing effluent disposal circle. The second pump would be installed on the existing 8" diameter line from the Stone well. This pump would provide sufficient flow and pressure to operate the two proposed circles north of the Union Pacific Railroad. Piping at the Stone well would be altered so that this well could be used to provide water during shut down time or when additional flow is required. A bypass around the booster pump would be provided in order that water from the Stone well could be utilized in the other part of the system.

9021

Mailed following to Representative Bill Bellamy, H-371, State Capitol, Salem, OR 97310, on 5-17-79.

Copy of Attorney General Opinion 7574 dated February 13, 1978 re transferring Highway Division rights to land located in the Food Processing Park of the Port of Morrow to the Port and a map showing state-owned gravel source File No. 28921, dated October 1958, Old Oregon Trail, Morrow County.

FBK

96

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: [illegible] Due Date: APR 27 1979

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

(X) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Agency Highway By Bn Gifford

1859

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Port of Morrow	46] DIVISION [79
03	12] APPLICANT ADDRESS STREET [45 P. O. Box 200	46] CITY [60 Boardman, Oregon 76] ZIP [80 97818
04	12] CONTACT PERSON [45 Buddy Toadvin	46] AREA CODE [48 503 49] PHONE [55 481-2695 56] EXTENSION [59
01	12] PROJECT TITLE [71 Port of Morrow Waterfront Access Road	
11	12] PROJECT LOCATION—CITY Boardman .	PROJECT LOCATION—COUNTY Morrow PROJECT LOCATION [79 SEC: T: R:

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

05 Construction of a road to provide ready access to the Port's waterfront industrial

06 12] lots and proposed dock and storage facilities. [71

07 12] [71

08 12] [71

09 12] [71

10 12] [71

12

AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
$125,000			$163,600		$288,600

13 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79

14 12] FEDERAL PROGRAM TITLE [71
Public Works and Economic Development Act - Section 304 Public Works Grant Program

15 12] FEDERAL AGENCY NAME [45
Economic Development Administration
46] FEDERAL SUB-AGENCY NAME [79

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE ☐ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☒ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?
Yes ☒ 29 No ☐ 30 Date: 4/3/79

(D) REVIEW REQUIRED by A-95
Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT
Yes ☐ 33 No ☒ 34

(F) HOUSING RELOCATION REQUIRED
Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42 June 43] DAY [44 15 45] YEAR [46 1979

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

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I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 11.308

V. Has funding agency been notified? No ☐ Yes ☒ Date: July 1978

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This notification is an update with attached schematics to more fully describe project.

ADDITIONAL INFORMATION—ALL APPLICANTS

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(c) FUNDING METHOD

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First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

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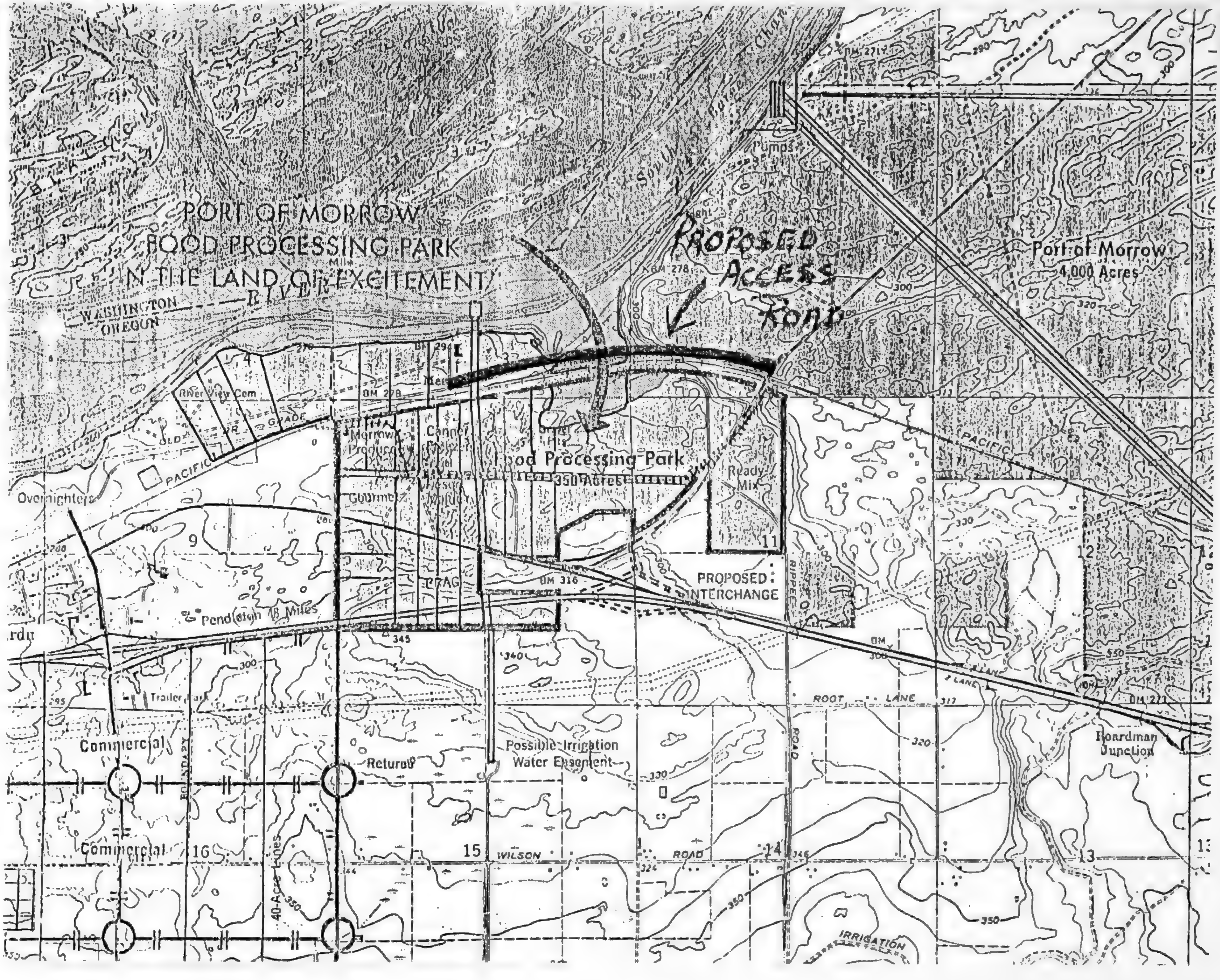
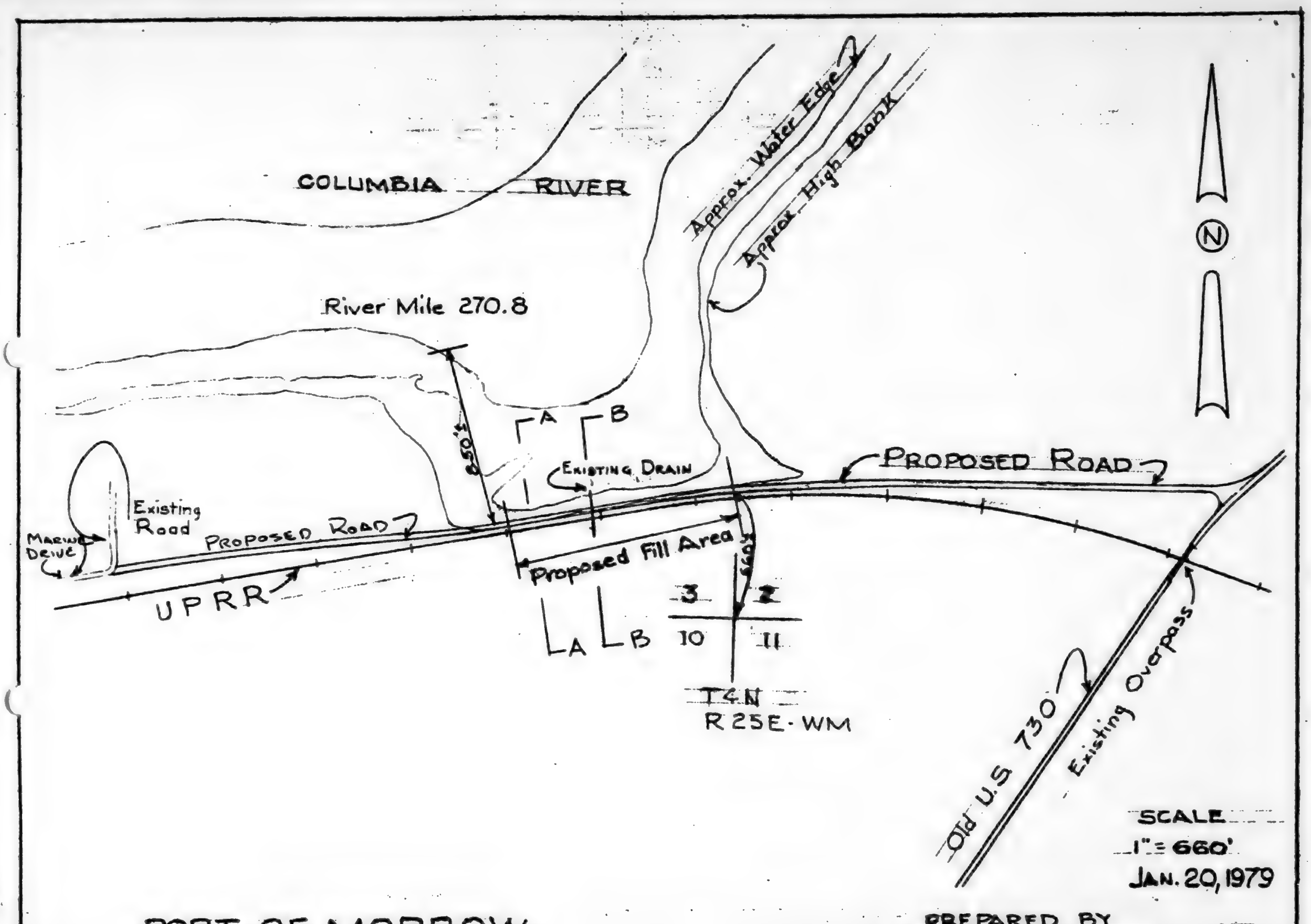
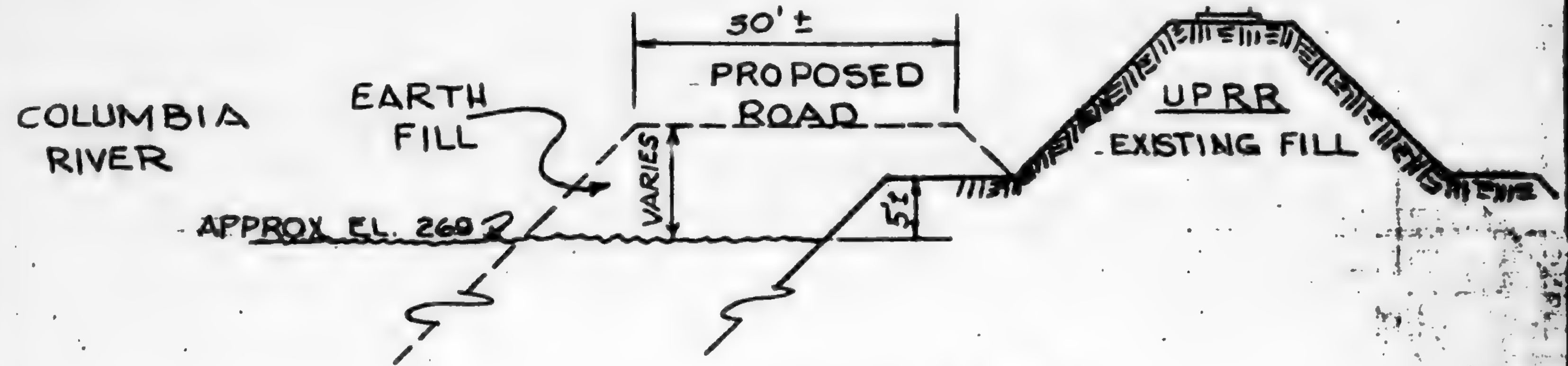

PORT OF MORROW
FOOD PROCESSING PARK
IN THE LAND OF EXCITEMENT
PROPOSED ACCESS ROAD
Port of Morrow
4,000 Acres
Pumps
WASHINGTON
OREGON
RIVER
River View Cem
OLD
GRADE
PACIFIC
Overnighters
Morrow Producers
Cannery
Gourmet
Food Processing Park
350 Acres
Ready Mix
PROPOSED INTERCHANGE
RIPPEE
ROAD
BM 316
BM 278
Pendleton 18 Miles
Trailer Park
ROOT LANE
Boardman Junction
Commercial
Commercial
Returns
Possible Irrigation Water Easement
WILSON ROAD
40-Acre Lines
BOUNDARY
IRRIGATION
9
11
12
13
14
15
16


COLUMBIA RIVER
Approx. Water Edge
Approx. High Bank
N
River Mile 270.8
850'±
A
B
Existing Drain
Proposed Road
Existing Road
Marine Drive
Proposed Road
UPRR
Proposed Fill Area
660'±
A
B
3
2
10
11
T4N
R25E·WM
Old U.S. 730
Existing Overpass

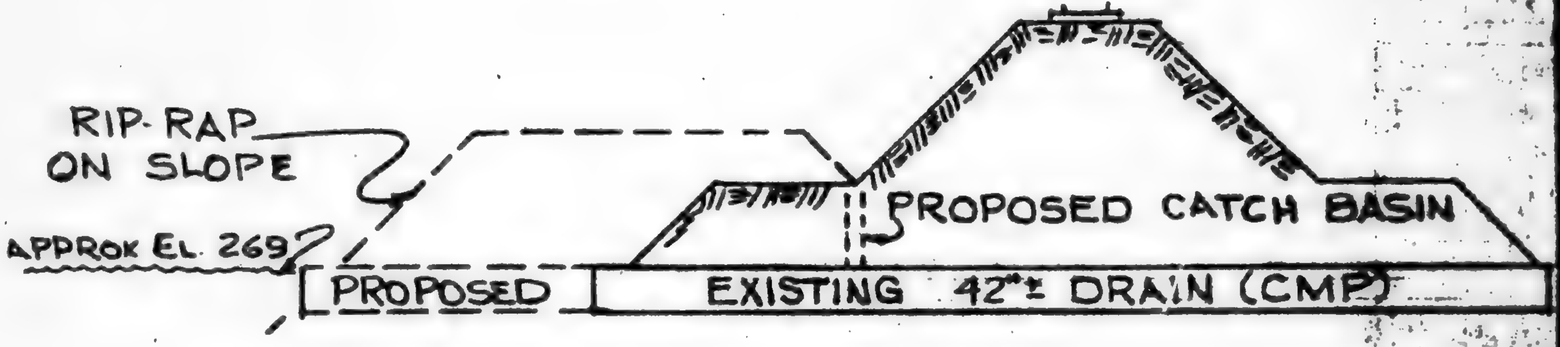
SCALE
1" = 660'
JAN. 20, 1979

PORT OF MORROW
BOARDMAN, OREGON

PREPARED BY
E. S. TOADVIN P.E.
MANAGER
E.S. Toad


30' ±
PROPOSED ROAD
COLUMBIA RIVER
EARTH FILL
VARIES
5' ±
APPROX EL. 269
UPRR
EXISTING FILL

SECTION A-A


RIP-RAP ON SLOPE
APPROX EL. 269
PROPOSED
EXISTING 42"± DRAIN (CMP)
PROPOSED CATCH BASIN

SECTION B-B

SCALE
1" = 20'

SECTIONS
PROPOSED ROAD

PORT OF MORROW

BOARDMAN, OREGON
MAR. 28, 1979

94

8

NOTED
H. S. COULTER

ROBERT W STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

REGION 5 OFFICE

P. O. Box 850 ... ... La Grande, Oregon 97850 ... ... Phone 963-3177

January 5, 1979

Jim Thompson, Administrator
City of Boardman

E. S. Toadvin, Coordinator
Port of Morrow

Hon. D. O. Nelson, Judge
Morrow County Court:

Gentlemen:

Attached is a copy of "City of Boardman-Port of Morrow: Origin-Destination Survey". This report has been prepared by the Urban Studies Unit of the Oregon Department of Transportation.

Briefly, the report describes the traffic problem in Boardman resulting from the activity in the Port area. The report recommends three alternate solutions for the alleviation of the problem and discusses the costs and cost/benefit ratios of each alternate.

After you have had time to study this report, we would suggest that an informal meeting be held to answer any questions you may have and to get your reaction to the report. At this meeting, there may be other problems of mutual interest to the participants that you may wish to discuss with us. We will be prepared to discuss any other subject that you want to bring up.

Subsequent to this meeting, a second report will be prepared by our Urban Studies Unit which will suggest how an application for a project can be prepared and presented to the Federal Highway Administration for their approval.

I will contact each of you in about ten days to try to arrange a meeting.

Sincerely,

for Wendell E. Schwartz
Region Engineer

RECEIVED
STATE HWY ENGR
JAN 8 -'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

WES:sh
Attachment

cc H. S. Coulter
Bill Cranford
Harry Oswald w/ copy report

Form 81-734 3123

1679

NOTED
S. COULTER

☒ RE ☐ RC ☐ RME ☒ ROE ☐
☐ RFA
note
DE 5 197
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REGION 5 OFFICE

Mid-Columbia Life

After 20 Years of Accomplishment and Controversy

Port Manager Rupert Kennedy

By TORRIE McALLISTER
Of the East Oregonian

BOARDMAN — "I get so mad at Rupt Kennedy I could kill him. But on the other hand, if someone wanted to put up a monument for him I would be the first to go out and solicit."

That's how a colleague once characterized Port of Morrow Manager Rupert Kennedy, whose dreams and accomplishments have become legend during the past 20 years.

Friends and associates agree it is a telling comment on Kennedy, whose vision has won admiration even from people who have bitterly disagreed with him.

Kennedy involuntarily turned over the reigns Thursday of the port he has guided since its infancy — first in the 1960's as an economic development planner for Governor Mark Hatfield, later as port manager.

THE PORT COMMISSIONERS fired Kennedy in mid-November.

Neither the commissioners nor Kennedy have commented publicly on the parting of the ways except to say there were disagreements on the direction of the port.

But some people familiar with the port speculate that the heart of the controversy wasn't whether specific policy was right or wrong.

The issue, they suggest, was whose view would prevail when opinions differed — the commissioners' or Kennedys'.

Few would argue that Kennedy is a tough man to try to disagree with.

His unceasing crusade to move the U. S. Navy off its bombing range to remove the obstacle to nuclear power plant construction is proof enough that Kennedy isn't a man who gives up.

He has kept the issue alive by telling "The Boardman Story" wherever he finds a forum and constantly nudging Congressmen.

> *"My only disappointment is with young people today. They don't know what they are going to need. Young People are going to go without comfort, jobs and livability if Oregon can't get power."*

"I believe this county has a destiny," Kennedy said this week, sitting at the oak table under the stained glass lamp in the renovated railway station that has served as the Kennedy home and the port office for years.

His commitment and verve have made Kennedy a great promoter.

WHEN BOARDMAN was nothing more than sagebrush and wind storms, Kennedy saw its promise.

"Rupt was always the vision. He had the determination and the dreams," says Dewey West. West was a charter member on the port commission and worked with Kennedy 19 years until he resigned in 1977.

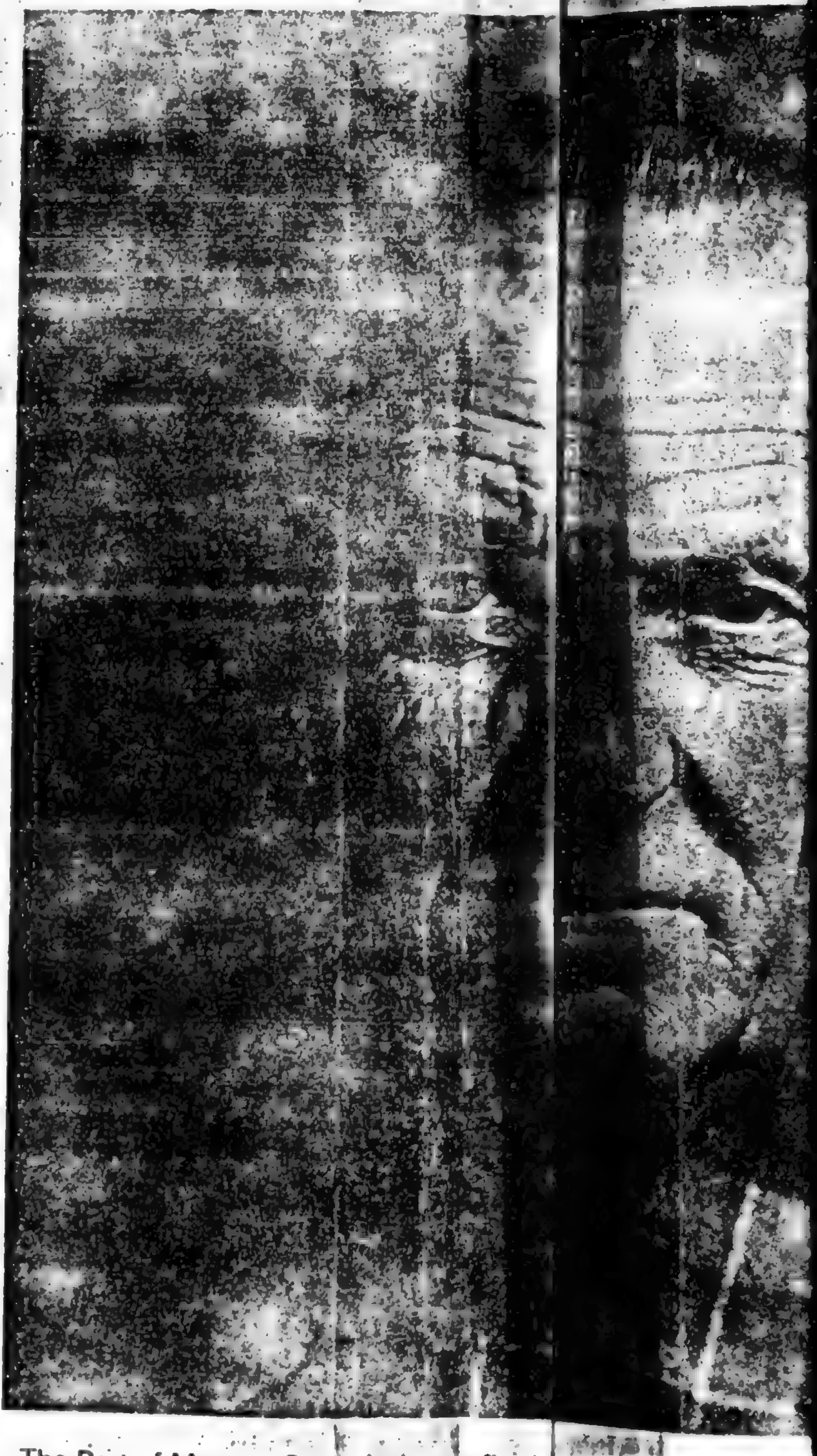
He was the first to believe Boardman could be the home of power plants, West says. Kennedy printed brochures, piled the commissioners into cars and hustled them off to the big cities to push the dream.

Kennedy realized that the water reservoirs that would be built in desert valleys to cool power plants could also be used to irrigate farm land.

TODAY THE $500 million Carty coal-fired generating plant is under construction and scheduled to fire up in 1980. Portland General Electric has a site certificate to build more.

In the early 1960s while Hatfield's aide, Kennedy helped the port purchase its first property and put together the 4,000 acres it now owns on the Columbia River adjoining the town.

Kennedy fought to get river front access for a dock when the Corps of Engineers was condemning river front



The Port of Morrow Commissioners fired Rupert Kennedy in No
was his final day on the job.

NOTED
S. COULTER

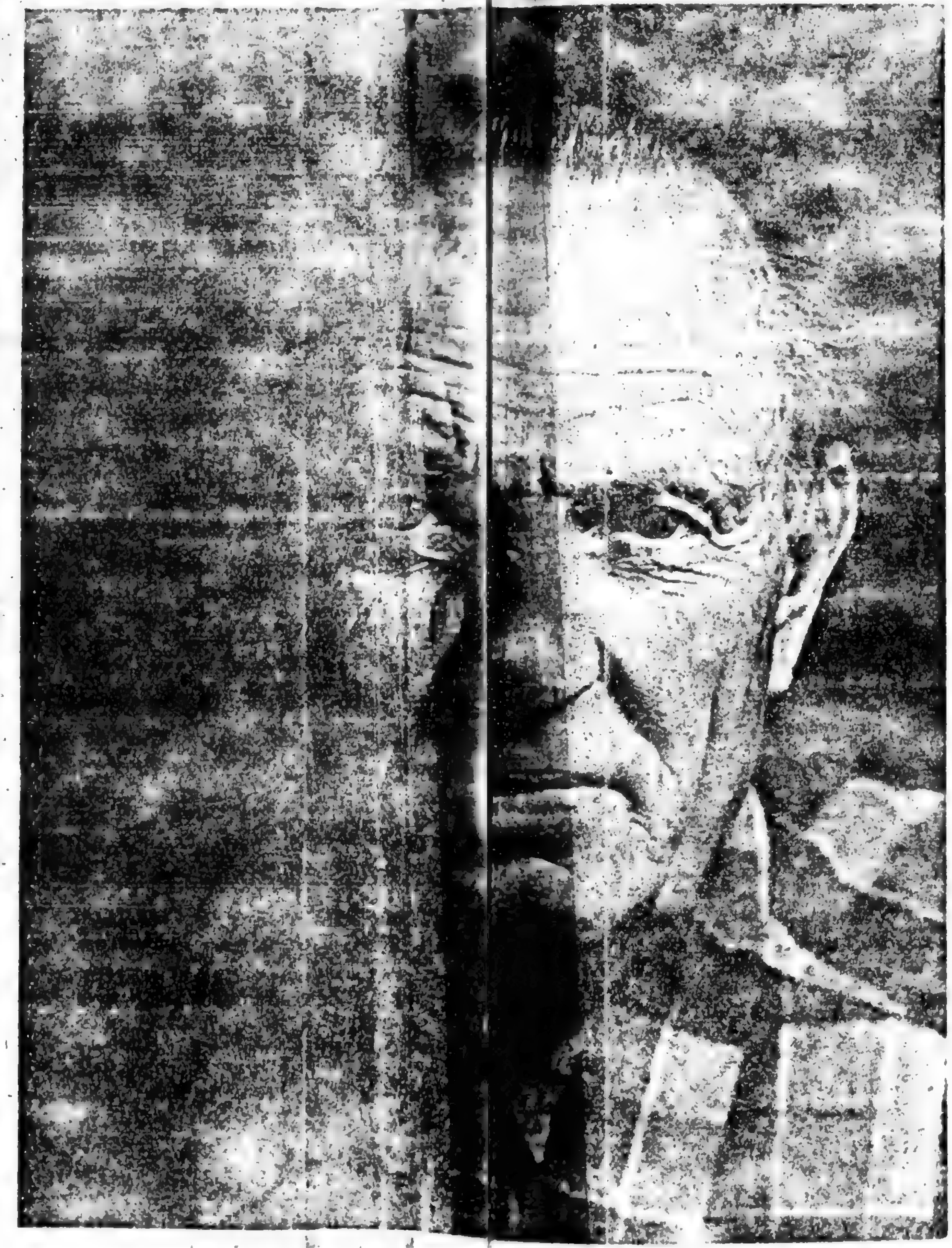
☒ RE ☐ RC ☐ RME ☒ ROE
☐ RFA DE 5 197 ☐
RECEIVED
REGION 5 OFFICE

note

NOTED
H. S. COULTER

nd Controversy

upert Kennedy is Out of a Job



The Port of Morrow Commissioners fired upert Kennedy in November. Thursday was his final day on the job.

land for right of way during the flooding of the John Day Dam pool.

The food processing industries that have located at the port during Kennedy's tenure have given the industrial park an assessed value of more than $23 million.

Along with the accomplishments have come controversies. The one most talked about in town is the failure of the city and the port to share services.

They went separate ways years ago after Kennedy had a disagreement with several City Councilmen when the port offices were moved out of city hall.

Although the town and the port industrial park have grown up side by side, they have separate water and sewer systems.

Most of the port land isn't annexed so the city doesn't enjoy an industrial tax base, although the industries have contributed to projects they thought would be helpful.

KENNEDY SAYS he is confident the ground work for Morrow County's growth is laid.

"This county has the eighth highest per capita income in the United States and we'll be number one if the bombing range is moved," he says.

"The key to everything is the bombing range. Then the nuclear plants will be built. A hundred-thousand acres of land will be opened up for irrigation and the number of food processing plants at the port park will triple," Kennedy says.

Getting a fair share of the Columbia River water for Oregon is the other key to growth, he says.

"I THINK OUR congressmen are accepting that challenge now and they should be praised for it," Kennedy said.

"My only disappointment is with young people today. They don't know what they are going to need or understand their numbers (population). Our young people are going to go without comfort, jobs and livability if Oregon can't get power," he said.

"When kooks go out and demonstrate at Trojan (nuclear plant), our youths should turn out in greater numbers and stand up for their future," Kennedy said.

STATE OF OREGON INTEROFFICE MEMO

DEPT. TELEPHONE

TO: W. E. Schwartz
Region 5 Engineer

DATE: September 29, 1978

Delia P. Young

FROM: For W. L. Cranford
Urban Studies Supervisor

SUBJECT: City of Boardman-Port of Morrow: Origin-Destination Survey

For your review, enclosed are two preliminary copies of the subject report. You will note that I divided the study results into two separate reports.

1. The enclosed report concerns the survey and evaluation of alternatives.
2. The second report entitled, City of Boardman-Port of Morrow: Preparation of An Application For New I-80N Access and Interstate Funding will reach you within ten days.

The reason that I split the study into two parts is that a single report would have been almost hopelessly complex. I believe we will have better chance for local understanding with the two report format.

By carbon copy, Fred Klaboe and Scott Coulter also have the opportunity for change or approval. As soon as I hear from them, I will forward whatever number of revised copies for your local distribution. Please advise the number wanted.

WLC:dpy

Attachments

cc: F. B. Klaboe
H. S. Coulter

RECEIVED
STATE HWY ENGR
SEP 29 '78
REFER TO
FOR
Info Inves R/D D.R Sign Act File

10-6-78 Discussed w/ Cranford. — Concerned about possible access to diamond in Alt #1 from South to better serve Boardman Range Rd traffic and possible advantage in Alt #3 providing access to potential expansion of Industrial Parks east of existing. — HSC

81-125-1387

STATE OF OREGON **INTEROFFICE MEMO**

Region 5 Office

TO: Mary Deits
Assistant Attorney General

DATE: March 22, 1978

FROM: W. E. Schwartz
Region Engineer

SUBJECT: State Gravel Source
Port of Morrow
Food Processing Park

I appreciate your general discussion of the area of law pertaining to conditional use permits. From this discussion, I am convinced that we could make an excellent case for claiming an exemption from the requirement of a conditional use permit.

This matter is at the very heart of our controversy with the Port of Morrow. The Port has the strong support of the County Planning Commission who claim that we must have a conditional use permit to use the property. They further claim that they will not give us this permit. If they have this right, there is no real reason to perpetuate the controversy.

Mr. Boyd seems to concur with the County Planning Commission, yet he says we should retain our rights in the land because our rights in this property are dominant and have value. If we are denied use of the land, how are our rights dominant, and where is the value? In his February 21, 1978 memo to F. B. Klaboe he states, "It is obvious from the amount of data that we have collected, that we must have a conditional use permit to utilize the material source". From your general discussion, I cannot conclude it is all that obvious.

From your discussion, it appears that there are points in law which could be used in support of either side of the question. If the specifics of each case must be examined to determine which points of law are applicable, I believe we should do so. If we have a strong case for claiming an exemption from the conditional use permit requirement, we should do so as soon as possible. If we cannot make the case, we should relinquish our interest in this land so that the Port can put the land to other uses. We should not let the matter lie, possibly for several years, until we have a specific project for which we would like to use the source.

WES:sh

cc F. B. Klaboe
H. S. Coulter
E. S. Hunter
J. B. Boyd
Jack Sollis

B/up 3 wks.

RECEIVED
DOT OPERATIONS
MAR 24 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

March 17, 1978

Mr. Rupert Kennedy, Coordinator
Port of Morrow Commission
1 Marine Drive
Boardman, Oregon 97818

Dear Mr. Kennedy:

We have received the Attorney General's opinion (copy is attached) on our responsibilities in regard to the material source controlled by the State of Oregon. This opinion was requested by Glenn L. Jackson, Chairman of the Transportation Commission, after he discussed this problem with you on a recent Commission trip. The Attorney General's opinion essentially reiterates our responsibilities as explained to you in previous letters. The State Transportation Commission must retain its rights in this material source in order to protect Highway Funds.

The Oregon Transportation Commission remains agreeable to any equitable exchange which protects the interests of the Highway Fund. W. E. Schwartz, Region Engineer of the Highway Division in LaGrande, will assist you in any way possible.

Very truly yours,

F. B. Klaboe
Assistant Director for Operations

Attachment

cc: Glenn L. Jackson
The Honorable Jack Sumner

bcc: H. S. Coulter
E. S. Hunter
W. E. Schwartz
Walt Barrie
J. B. Boyd

JBB:lb srb

JAMES A. REDDEN
ATTORNEY GENERAL

DEPARTMENT OF JUSTICE

DEPARTMENT OF JUSTICE
100 State Office Building
Salem, Oregon 97310
Telephone: (503) 378-4400

February 13, 1978

No. 7574

This opinion is issued in response to questions presented by Mr. Glenn L. Jackson, Chairman, Oregon Transportation Commission.

FIRST QUESTION PRESENTED

copy to? [illegible]

A Joint Ways and Means subcommittee adopted a budget note requesting the Highway Division to transfer its rights to land located in the Food Processing Park of the Port of Morrow to the port. Does this budget note compel the Highway Division to transfer its property interest?

ANSWER GIVEN

No. A budget note is advisory in nature and not legally binding, and an agency is not legally compelled to follow it.

SECOND QUESTION PRESENTED

Can the Department of Transportation (DOT) comply with the budget note and transfer its right to the property without violating Article IX, Section 3 of the Oregon Constitution and ORS 366.395?

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DOT OPERATIONS
FEB 14 '78
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Info	Inves	R/D	D/R	Sign	Act	File

ANSWER GIVEN

Yes, but only if DOT determines that the property is no longer needed for highway purposes, and also receives fair market value for the property.

cy Boyd
2-14

DISCUSSION

The Port of Morrow, pursuant to a budget note adopted by a subcommittee of the Joint Ways and Means Committee of the 59th Legislative Assembly, has requested that the Department of Transportation (DOT) convey to the port its interest in property located in the Food Processing Park of the Port of Morrow.

The budget note, adopted during consideration of Oregon Laws 1977, ch 436 (SB 5537), states:

> "The Highway Division, by permit retains an interest in the land located in the Food Processing Park of the Port of Morrow. In order for that land to be utilized for its highest and best use for the economic development of that area, the Subcommittee requests that the Highway Division transfer its rights to the Port of Morrow."

DOT's interest in the property consists of a material site granted by the United States Bureau of Land Management in 1960. The Port of Morrow holds title to the surface of the property through a quitclaim deed obtained from the Corps of Engineers in 1967. The Port of Morrow, desiring full title to the property so that the "Food Processing Park" may be developed, has requested a quitclaim deed from DOT.

Budget notes adopted by subcommittees of the Joint Ways and Means Committee are not formally approved by the Legislative Assembly, and are not part of any legislation. For this reason, budget notes are not legally binding; they are solely advisory in nature. However, when a budget note is directed to a state agency, it would seem advisable for that agency to comply with the advice of the legislature unless it is legally impermissible, or unless the agency determines that it would be adverse to the public interest.

Article IX, Section 3 of the Oregon Constitution prohibits use of funds derived from highway use charges except for highway, park and related purpose. This constitutional dedication also applies to any property purchased with such funds. However, in this case, transfer of DOT's interest in the property to the port would not violate art IX, §3. DOT paid no consideration to BLM for the property rights. Therefore, since the property was not acquired with constitutionally dedicated funds, the limitations of art IX, §3 would not apply to the use and disposal of DOT's property interests.

However, the provisions of ORS 366.395, governing disposition of property by the Department of Transportation, are applicable to transfer of property rights held by DOT. This statute provides:

> "(1) The department may sell, lease, exchange or otherwise dispose or permit use of real or personal property is, in the opinion of the department, no longer needed, required useful for highway purposes,. . .
>
> "(2) The department may sell, exchange or otherwise dispose of such real or personal property in such manner as in the judgment of the department will best serve the interests of the state and will most adequately conserve highway funds. In the case of real property, interest in or title to the same may be conveyed by deed or other instrument executed in the name of the state, by and through the department. All funds or money received from the sale or lease of any such property shall be paid by the department to the State Treasurer and by him credited to the highway fund." (Emphasis added).

The Department of Transportation must determine whether the property interests in question are needed, required or useful for highway purposes. If the property is no longer needed, required or useful for highway purposes the department may convey the property to the Port of Morrow. In reaching its determination, the department should consider the value of the property to the department, the department's need for the particular materials at this site, and the availability of these materials at other sites. In addition, the department should consider whether extraction of materials at the site is now economically feasible or is likely to be so in the future. Further, the department should consider applicable local zoning ordinances and comprehensive plans, which might prohibit extraction of materials from this site.

If DOT determines that the property is no longer needed, required or useful for highway purposes, its disposal would be governed by ORS 366.395.[1] ORS 366.395 requires that the dispostion of highway property by DOT be accomplished in a manner which will best serve the interests of the state and will most adequately conserve highway funds. Proceeds from disposal of such property are deposited in the Highway Fund. ORS 366.395(2). Transfer of the property to the Port of Morrow for no consideration or for less than market value would not conserve highway funds since this would result in a loss of money to the Highway Fund. We note that since no constitutionally dedicated funds are involved, this requirement could be legislatively removed. However, a budget note is not sufficient to do so.

---

[1] We note ORS 271.330, which is a general statute dealing with disposition of state property. This statute permits the state or any political subdivision thereof to relinquish title to property no longer needed for public use to the United States or to another political subdivision within the state, without consideration, so long as the property continues to be used for a public purpose. ORS 271.330 is not applicable in this situation, first because disposal of highway property is specifically controlled by ORS 366.395, and second because use of land for a food processing park (with ultimate private ownership) does not constitute a "public purpose" within the meaning of ORS 271.330.

In summary, the Department of Transportation must determine whether or not the material site is "needed, required or useful for highway purposes." If it is determined that the property rights are no longer needed, required or useful, DOT may transfer the property interest to the Port of Morrow. It would not be permissible to transfer title to the port without consideration because ORS 366.395 requires that DOT receive the fair market value of the property from the port.

James A. Redden
Attorney General

JAR:MD:dga

DEPARTMENT OF JUSTICE

Memorandum

TO: W. E. Schwartz
Region Engineer

DATE: March 16, 1978

FROM: Mary Deits
Assistant Attorney General

SUBJECT: State gravel source, Port of Morrow Food Processing Plant

J. B. Boyd has requested that I respond to your memo to him regarding the necessity of a conditional use permit for the state's gravel operation on the property located in the Port of Morrow Food Processing Park. You indicated that it was your understanding that one of the basic premises of land use planning is that pre-existing uses cannot be zoned out of existence and therefore you do not understand the necessity for a conditional use permit for the gravel source. The question you raise involves a very complex area of the law. However, I believe a general discussion of this area of the law would be helpful.

First, it is not necessarily true that a pre-existing use cannot be zoned out of existence. Several decisions of the United States Supreme Court have specifically upheld zoning ordinances which require termination of existing land use without providing any compensation to the landowner. One of those cases is quite similar to the present situation. In Goldblatt v. Town of Hempstead, 369 US 590, 82 S Ct 987, 8 L Ed 2d 130 (1962), plaintiff, property owners had engaged in gravel operations on their property prior to an ordinance regulating dredging and pit excavating on property within the town of Hempstead. Plaintiffs challenged the ordinance on the ground that it prevented them from continuing their business and therefore took their property without due process of law. The court held that the ordinance was valid. The court's reasoning was that this ordinance was a valid exercise of the town's police power. The ordinance was passed as a safety measure and there was no evidence before the court to indicate that this was not a reasonable exercise of the police power.

Although it cannot be said that any zoning ordinance which prohibits an existing use is per se invalid, in Oregon the courts have held that if a land use regulation deprives a landowner of all reasonable uses, the land can be said to have been "taken" by the governmental entity enacting the regulation. In such a case, the regulation would be invalid unless the landowner is compensated for the "taking." If the regulation leaves the landowner with some reasonable use of his property, then it does not constitute a taking and the regulation is valid. Joyce v. City of Portland, 24 Or App 689, 546 P2d 1100 (1976); Multnomah County v. Howell 9 Or App 374, 496 P2d 235 (1972). As you can see, in determining whether or not a zoning ordinance which terminates an existing use is invalid, it is necessary to examine the circumstances of each particular case.

NOTED
F. B. KLABOE

Existing uses may be protected by zoning ordinances. The Oregon statutes now require that county zoning ordinances allow, within specified limits, continuation of the "lawful use of any building, structure or land at the time of the enactment or amendment of any zoning ordinance or regulation . . ." ORS 215.130 (4) The Oregon statutes do not contain a similar requirement for municipal zoning. Of course some municipal zoning ordinances may include a provision protecting existing uses.

In the case of the gravel site in the Port of Morrow Food Processing Park, if the gravel excavation was a lawful use at the time of the enactment of the zoning ordinance which made it a conditional use and if the applicable zoning ordinance allows the continuation of lawful uses, then it may be appropriate for the State Highway Division to argue that they have a vested right in the site as a gravel excavation site and a conditional use permit is not required. One issue which would have to be dealt with if Highway Division made this argument would be whether or not the use as a gravel site has changed in any way since the time of the adoption of the zoning ordinance making it a conditional use. Most likely a court would not allow the excavation activities to be intensified or increased in any way from the scope of the activities at the time of the enactment of the zoning ordinance. In the case of Bither v. Baker Rock Crushing Company 249 Or 640, 438 P2d 988, 440 P2d 368 (1968), a court limited the operation of a rock quarry and crushing operation to those activities and to the volume that existed at the time of the adoption of the zoning ordinance.

You indicated that the zone of your residence was changed from residential to commercial and it was not necessary for you to obtain a conditional use permit. It may be that the zoning ordinances applicable to your property protect existing uses. Also, a residential use is often a permissible use within a commercial zone, since it is a less intensive use. Conditional use permits are generally not required for such situations.

If you have further questions regarding this matter, I will be glad to discuss them with you.

MD:sjb

cc: H. S. Coulter
F. B. Klaboe
E. S. Hunter
J. B. Boyd
Walt Barrie
Jack Sollis

RECEIVED
DOT OPERATIONS
MAR 17 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

February 24, 1978

Warren E. Schwartz

FROM: W. E. Schwartz
Region Engineer

TO: J. B. Boyd
Right of Way Manager

SALEM

SUBJECT: State Gravel Source
Port of Morrow Food Processing Park
Boardman
File 28921

I have reviewed your memo to F. B. Klaboe dated February 21, 1978 on subject property, together with the attached Attorney General's opinion.

In the opinion, I find no reference to the matter of a conditional use permit although you conclude that a conditional use permit would be required to allow our use of the property.

It is my understanding that one of the basic premises of land use zoning is that pre-existing uses cannot be zoned out of existence. A case in point would be my own residence. The zone of my residence has been changed from residential to commercial. I continue to live there and don't need a conditional use permit to do so. If I wanted to put this land to some other use, that would be a different matter. At that time, I would have to conform to the zoning or obtain a conditional use permit for a different use. Almost every city has situations where the surrounding areas are still being used for agricultural purposes although the land-use zoning says the land is suburban-residential. Again, the owner does not need a land use variance to continue to farm.

In the interest of removing a potential cloud from our right to use this property, I believe that a legal opinion should also be obtained on this issue.

WES:sh

cc F. B. Klaboe
H. S. Coulter
E. S. Hunter

96

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
March 3, 1978

FILE:
NOTED
H. S. COULTER

FROM: R. D. Hector
Region Construction Engineer

TO: Memo to the File

SUBJECT: Alternate Material Sources Boardman (Messner) Gravel Pit

This is being written to document the file of the effort put forth by Highway Division forces to investigate alternate material sources for the Boardman (Messner) gravel pit.

At Mr. Rupert Kennedy's request to study alternate sites, Mr. Verne Moore, Region Geologist, met with Mr. Kennedy on July 18, 1972. On July 31 and August 1, 1972, the geology crew drilled a total of 15 exploratory holes at several suggested areas. Nothing of value was found.

Between September 13 and 22, 1972, additional holes were drilled at the Messner pit area to determine what could be relinquished. As a result of this work, we concluded that we were able to relinquish approximately 40 acres and retain rights to a remaining 40 acres.

The above described work represents 24 man days of field and office work. At today's prices, the cost for labor and equipment rental would be $3,922.

Other undocumented contacts and investigations by Region staff included visits to the area to be shown the alternate of supposed gravels which now lie under the John Day Dam pool. The alternate was not investigated for quality or quantity as it is apparent that the cost to recover such a resource would be prohibitive, even if the many regulatory agencies which would be involved would grant their permission.

RDH/dlm

cc: F. B. Klaboe
H. S. Coulter
J. B. Boyd

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FOR

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon

February 24, 1978

FROM: W. E. Schwartz
Region Engineer

TO: J. B. Boyd
Right of Way Manager

SALEM

SUBJECT: State Gravel Source
Port of Morrow Food Processing Park
Boardman
File 28921

I have reviewed your memo to F. B. Klaboe dated February 21, 1978 on subject property, together with the attached Attorney General's opinion.

In the opinion, I find no reference to the matter of a conditional use permit although you conclude that a conditional use permit would be required to allow our use of the property.

It is my understanding that one of the basic premises of land use zoning is that pre-existing uses cannot be zoned out of existence. A case in point would be my own residence. The zone of my residence has been changed from residential to commercial. I continue to live there and don't need a conditional use permit to do so. If I wanted to put this land to some other use, that would be a different matter. At that time, I would have to conform to the zoning or obtain a conditional use permit for a different use. Almost every city has situations where the surrounding areas are still being used for agricultural purposes although the land-use zoning says the land is suburban-residential. Again, the owner does not need a land use variance to continue to farm.

In the interest of removing a potential cloud from our right to use this property, I believe that a legal opinion should also be obtained on this issue.

WES:sh

cc F. B. Klaboe
H. S. Coulter
E. S. Hunter

H

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FEB 27 '78

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FOR

Info | Rvw | [illegible] | [illegible] | [illegible] | Act | File

FORM 31-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
February 21, 1978

FROM: J. B. Boyd
Right of Way Manager

TO: F. B. Klaboe
Chief of Operations

SUBJECT: Comments on Attorney General's Opinion and Recommendation for Course of Action
Material Source
File 28921
Morrow County

Upon your request, I have reviewed the problem of the material source on this file. I have read the Attorney General's opinion and discussed the entire matter with Mr. Jack Sollis and Mary Deits.

It is obvious from the amount of data that we have collected, that we must have a conditional use permit to utilize the material source. Whether or not a conditional use would be granted would depend on the circumstances at the time of the application. Any conditional use permit expires within one year of nonuse. In checking this area with Mr. Bob Hector of Region 5, it appears that in all probability 5 to 10 years is the span for which this property will be required when an overlay or improvements become necessary.

I recommend that we retain our rights under the terms of the Attorney General's ruling because the rights which we have are dominant in this piece of property and they have value. The nearest source available to us of any quality and quantity is 25 miles distant. Our minds should continue to be open to the Port of Morrow providing us equitable relief for our rights.

Considerable of the Port facility is sited on property which we have relinquished to them in the recent past. I am including a sketch for your information showing the properties involved.

JBB:jk
attachments
cc: E. S. Hunter w/attach.
W. E. Schwartz w/attach.

NOTED
E. S. HUNTER

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

006650

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
January 3, 197~~7~~8

FILE:

FROM: W. L. Barnett
Right of Way Agent

TO: Neil Flanagan
Property Manager

SUBJECT: File No. 28921
Port of Morrow
Boardman-Umatilla County Line
Old Oregon Trail Highway
Morrow County

Re: ZONING ORDINANCES APPLICABLE TO PORT OF MORROW MATERIAL SITE

Attached is a copy of that portion of the Morrow County Zoning Ordinance which is or might be applicable to subject property.

Included are: 1) Table of Contents. 2) ARTICLE 1 -- Introductory Provisions; 3) ARTICLE 2 -- Basic Provisions; 4) Industrial Zone "M"; 5) Light Industrial Zone "M-1"; 6) ARTICLE 5 -- Supplementary Provisions; 7) ARTICLE 6 -- Non-Conforming Uses and Structures; 8) ARTICLE 7 -- Conditional Uses; 9) ARTICLE 11 -- Administration.

W L Barnett
W. L. BARNETT
Right of Way Agent

WLB/crp
attachment

cc: Harold Brainerd

RIGHT OF WAY SECTION
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JAN - 5 1978

RE	ARE	ARA	FS	CA	RS
P.S	AS	CE	OS	TA	FAO

Price $ 1.50

RECEIVED
JAN 3 - 1978
Right of Way Office - LaGrande
Referred To: Barnett

ZONING ORDINANCE
MORROW COUNTY, OREGON

Adopted by the Morrow County Planning Commission June 5, 1972.

Adopted by the Morrow County Court at Public Hearing June 19, 1972.

Major Revisions Approved by the Morrow County Planning Commission Feb. 24 & Sept. 29, 1975.

Major Revisions Approved by the Morrow County Court March 5 & Oct. 15, 1975.

ZONING ORDINANCE

MORROW COUNTY, OREGON

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ZONING ORDINANCE

MORROW COUNTY, OREGON

AN ORDINANCE ESTABLISHING ZONING REGULATIONS FOR AREAS OUTSIDE THE INCORPORATED CITIES OF MORROW COUNTY

The County of Morrow, Oregon ordains as follows:

ARTICLE 1. INTRODUCTORY PROVISIONS

Section 1.010. Title. This ordinance shall be known as the "Zoning Ordinance" of Morrow County.

Section 1.020. Purposes. The several purposes of this ordinance are: to encourage the orderly growth of the county; to promote appropriate uses of land; to conserve and stabilize the value of property; to aid in the rendering of fire and police protection; to provide adequate light and air; to lessen congestion; to prevent undue concentration of population; to facilitate adequate provisions for community facilities such as water supply and sewerage; to protect and enhance the appearance of the countryside; and in general to promote the public health, safety, convenience, and general welfare.

Section 1.030. Definitions. As used in this Ordinance the masculine includes the feminine and neuter and the singular includes the plural. The following words and phrases, unless the context otherwise requires, shall mean:

(1) "Accessory structure or use" means a structure or use incidental and subordinate to the main use of the property, or a temporary use not ordinarily permitted but necessary to the construction of a structure on the property, and which are located on the same lot with the main use.

(2) "Building" means a structure, built for the support, shelter, or enclosure of persons, animals, chattels, or property of any kind.

(3) "County" means the County of Morrow, Oregon.

(4) "Dwelling unit" or "dwelling" means one or more rooms designed for occupancy by one family. In this ordinance, the term dwelling unit includes "stick-built" houses, pre-fabricated or modular houses, and mobile homes or trailer houses, whether on the tax rolls of the County Assessor or licensed.

(5) "Family" means an individual, or two or more persons related by blood, marriage, legal adoption, or guardianship, living together in a dwelling unit in which board and lodging may also be provided for not more than four additional persons.

(6) "Farming, farm use" means the use of land as defined by Section 3.020 of this Ordinance.

(7) "Farm labor camp" means any place where two or more dwelling units are constructed within 500 feet of one another on a lot, tract, or parcel of land under the same ownership, of which the primary purpose is to rent space or keep space for rent to migratory laborers involved in the normal farming practice of land under the same ownership, for a charge or fee paid or to be paid for the rental of facilities or to offer space free in connection with securing the trade or patronage of such person.

(8) "Floor area" means the area included in surrounding walls of a building, or portion thereof, exclusive of vent shafts and courts.

(9) "Grade" (ground level) means the average of the finished ground level at the center of all walls of the building. In case a wall is parallel to and within five feet of a sidewalk, the ground level shall be measured at the sidewalk.

(10) "Height of building" means the vertical distance from the "grade" to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitch or hip roof.

(11) "Home occupation" means an occupation carried on within a dwelling or within an area of less than 400 square feet in a building accessory to a dwelling, by members of the family occupying the dwelling, provided that the residential character of the buildings are maintained and the occupation is conducted in such a manner as not to give an outward appearance nor manifest any characteristic of a business in the ordinary meaning of the term nor infringe upon the right of neighboring residents to enjoy the peaceful occupancy of their homes. A home occupation does not involve the retail sale of a product on the premises nor does it occupy more than 30 percent of the floor area of a dwelling. A home occupation is an accessory use.

(12) "Livestock feed lot" means an enclosure designed or used for the purpose of the concentrated feeding or fattening of livestock for marketing.

(13) "Livestock sales yard" means an enclosure or structure designed or used for holding livestock for the purpose of sale or transfer by auction, consignment, or other means.

(14) "Lot" means a parcel or tract of land.

(15) "Lot area" means the total horizontal area within the lot lines of a lot.

(16) "Lot, corner" means a lot abutting on two intersecting streets other than an alley, provided that the streets do not intersect at an angle greater than 135 degrees.

(17) "Lot, depth" means the horizontal distance from the midpoint of the front lot line to the midpoint of the rear lot line.

(18) "Lot, interior" means a lot other than a corner lot.

(19) "Lot line" means the property line bounding a lot.

(20) "Lot line, front" means in the case of an interior lot, the lot line separating the lot from the street other than an alley, and in the case of a corner lot, the shortest lot line along a street other than an alley.

(21) "Lot line, rear" means a lot line which is opposite and most distant from the front lot line, and in the case of an irregular, triangular, or other shaped lot a line 10 feet in length within the lot parallel to and at a maximum distance from the front lot line.

(22) "Lot line, side" means any lot line not a front or rear lot line.

(23) "Lot width" means the horizontal distance between the side lot lines, ordinarily measured parallel to the front lot line.

(24) "Non-conforming structure or use" means a lawful existing structure or use at the time this ordinance or any amendment thereto becomes effective which does not conform to the requirements of the zone in which it is located.

(25) "Parking space" means a rectangle not less than 20 feet long and 8-1/2 feet wide together with maneuvering and access space required for a standard American automobile to park within the rectangle.

(26) "Person" means every natural person, firm, partnership, association, or corporation.

(27) "Property involved" is defined as the entire tax lot as shown on the Assessor's records.

(28) "Sign" means a device designed to inform or to attract the attention of persons not in the premises. The area of a sign is the total of the exposed exterior display surfaces.

(29) "Story" means that portion of a building included between the upper surface of any floor and the upper surface of the floor next above, except that the top story shall be that portion of a building included between the upper surface of the top floor and the ceiling above. If the finished floor level directly above a basement or cellar is more than six feet above grade, the basement or cellar shall be considered a story.

(30) "Street" means the entire width between the boundary lines of every way which provides the public use for the purpose of vehicular and pedestrian traffic and includes the terms "road," "highway," "lane," "place," "avenue," "alley," or other similar designation.

(31) "Structure" means that which is built or constructed. An edifice of building of any kind or any piece of work artificially built up or composed of parts joined together in some definite manner and which requires location on the ground or which is attached to something having a location on the ground.

(32) "Structural alteration" means any change to the supporting members of a structure, including foundations, bearing walls or partitions, columns, beams, girders or the roof.

(33) "Thermal power plant" means a facility for the generation of electrical energy using fossil, nuclear, or similar fuels.

(34) "Trailer house or mobile home" means a building or vehicle originally designed or presently constructed to be used as a dwelling or lodging place and to be movable from place to place on streets.

(35) "Trailer park or mobile home park" means any place where four or more mobile homes are parked within 500 feet of one another on a lot, tract, or parcel of land under the same ownership, the primary purpose of which is to rent space or keep space for rent to any person for a charge or fee paid or to be paid for the rental or use of facilities, or to offer space free in connection with securing the trade or patronage of such person.

(36) "Use" means the purpose for which land or a structure is designed, arranged, or intended, or for which it is occupied or maintained.

(37) "Zone change" is an amendment to the Zoning Maps, refer to Article 9 of this Ordinance.

ARTICLE 2. BASIC PROVISIONS

Section 2.010. Compliance with Ordinance Provisions.

(1) No structure or lot shall hereafter be used or occupied and no structure or part thereof shall be erected, moved, reconstructed, extended, enlarged, or otherwise altered except as permitted by this Ordinance.

(2) The Planning Commission may rule that a use not specifically listed among the allowed uses in a zone shall be permitted as an allowed use if it is similar to the allowed uses in the zone and if it is not specifically listed as an allowed use in another zone.

(3) The County Court directs that the County Planning Director shall have the authority to require and issue building registration permits.

(4) The County Planning Director, at his discretion, may refer any building registration permit application to the Planning Commission and/or County Court for their approval, if in his judgement the proposed building, structure, or use would have significant economic, environmental, or social impact upon the community or county.

Section 2.020. Classification of Zones. For the purposes of this Ordinance the county or portion thereof is divided into zones designated as follows:

Zone	Abbreviated Designations
Qualified Farm Zone	QF
Farm Zone	F
Farm Residential	FR
Recreation Residential	RR
Commercial	C
Industrial	M
Light Industrial	M-1
Flood Hazard	FH

Section 2.030. Zoning Maps. The location and boundaries of the zones designated in Section 2.020 are hereby established as shown on maps entitled "Zoning Maps of Morrow County." The effective date of zoning is the date shown on the Zoning Maps. The maps shall be referred to as the "Zoning Maps." The Zoning Maps shall be maintained by the County Planning Director.

(13) Farm equipment or supply store.

(14) Financial institution.

(15) Office.

(16) Motel, hotel.

(17) Planned unit development.

Section 3.430. Signs. In a "C" zone, signs located within 100 feet of a "QF", "F", "FR", or "RR" zone are subject to the following restrictions:

(1) The signs shall be set back at least 10 feet from a lot in a "QF", "F", "FR" or "RR" zone.

(2) Moving or intermittent flashing signs are prohibited.

(3) A free-standing sign shall not exceed an area of 25 square feet on each face.

Section 3.440. Limitations on Use.

(1) In a "C" zone, buildings shall not occupy more than 50 percent of the lot area.

(2) Outside storage areas shall be screened with a sight-obscuring fence so the area shall not be exposed to view from without the property.

(3) Outside display of any scrap or salvage materials shall be prohibited.

Section 3.450. Lot Size. In a "C" zone, the lot size shall be as follows:

(1) The minimum lot area shall be 10,000 square feet.

(2) The minimum lot width shall be 100 feet.

Section 3.460. Setback. In a "C" zone, except for a fence, no structure shall be located closer than 60 feet to a street, road, or highway right-of-way and in no event closer than 80 feet to a street, road or highway centerline, nor closer than 10 feet to a side or rear property line.

Industrial Zone "M"

Section 3.500. Purpose. The purpose of an "M" zone is to provide areas for industrial development that does not encroach on lower intensity uses.

Section 3.510. Uses Permitted Outright. In an "M" zone, the following uses and their accessory uses are permitted outright.

(1) Farming.

(2) Agricultural storage building or warehouse.

(3) Wholesale distributing facility.

(4) Signs.

Section 3.520. Conditional Uses Permitted. In an "M" zone, the following uses and their accessory uses are permitted when authorized in accordance with the requirements of Article 7.

(1) Manufacturing, compounding, repairing, and processing.

(2) Airport.

(3) Cemetery.

(4) Church.

(5) Commercial livestock feed lot or sale yard.

(6) Commercial grain elevator.

(7) Community club building.

(8) Public building or use such as a school, park, golf course or fire station.

(9) Public utility such as a railroad.

(10) Surface mining, rock crushing, asphalt plant, concrete batch plant.

(11) Junk yard or wrecking yard.

(12) Thermal power plant.

(13) Sanitary landfill or solid waste disposal site.

(14) Any use permitted outright or conditionally in the M-1 zone.

(15) Any use, except a use which has been declared a nuisance by statute, by action of the County Court, or by a court of competent jurisdiction.

Section 3.525. Signs. In an M zone, signs located within 100 feet of a "QF", "F", "FR" or "RR" zone are subject to the following restrictions:

(1) The signs shall be set back at least 40 feet from a lot in a "QF", "F", "FR" or "RR" zone.

(2) Moving or intermittent flashing signs are prohibited.

(3) A free-standing sign shall not exceed an area of 35 sq. feet on each face.

Section 3.530. Limitations on Use. In an "M" zone, the following limitations and conditions shall apply:

(1) A use which creates any nuisance because of smoke, noise, odor, dust or gas is prohibited.

(2) Materials shall be stored and grounds shall be maintained in a manner which will not attract or aid the propogation of insects or rodents or otherwise create a health hazard.

(3) Any use of property within 500 feet of a lot in a "QF" "F", "FR" or "RR" zone shall be subject to the review and approval of the Planning Commission. The Planning Commission may impose such limitations as may be required to reduce conflicts between uses.

(4) Outside display of any scrap or salvage shall be prohibited.

Section 3.540. Setback. In an M zone, except for a fence, no structure shall be located closer than 60 feet to a street, road, or highway right-of-way, and in no event closer than 80 feet to a street, road, or highway centerline, nor closer than 40 feet to a side or rear property line.

Light Industrial Zone "M-1"

Section 3.550. Purpose. The light industrial zone is designed to provide areas for industrial uses which do not create nuisance problems for nearby homes, business, or farm areas. It is appropriate for areas near major transportation facilities which are generally suitable for industry, but because of proximity to homes, business or farm areas, a nuisance industry is not appropriate.

Section 3.560. Uses permitted outright. In an "M-1" zone, the following uses and their accessory uses are permitted outright:

(1) Farming.

(2) Agricultural storage building or warehouse.

(3) Signs.

Section 3.570. Conditional Uses Permitted. In an "M-1" zone, the following uses and their accessory uses are permitted when authorized in accordance with Article 7.

(1) Surface mining, rock crushing, asphalt plant, or concrete batch plant.

(2) Junkyard or wrecking yard.

(3) Machine shop.

(4) Concrete block or pipe manufacturing and repairing.

(5) Custom meat cutting and cold storage.

(6) Contractor's equipment storage yard.

(7) Hauling, freighting and trucking yard or terminal.

(8) Food products manufacturing, excluding meat, fish, salt, sugar, and yeast products.

(9) Grain elevator or flour mill.

(10) Planing mill.

(11) Planned unit development.

(12) Plumbing or sheet metal shop.

(13) Tire recapping.

(14) Truck shop, including truck repair.

(15) Wholesale business, storage building, or warehouse.

(16) Any use permitted outright or conditionally in the "C" zone, except new

dwelling units, other than those accessory to a permitted use such as accommodations for a caretaker or night watchman.

(17) Signs.

Section 3.580. Signs. In an "M-1" zone, signs located within 100 feet of a "QF", "F", "FR" or "RR" zone are subject to the following restrictions.

(1) The signs shall be set back at least 40 feet from a lot in a "QF", "F", "FR" or "RR" zone.

(2) Moving or intermittent flashing signs are prohibited.

(3) A free-standing sign shall not exceed an area of 35 sq. feet on each face.

Section 3.585. Limitations on Use.

(1) All business, commercial, and industrial activities and storage allowed in an M-1 zone shall be conducted wholly within a building or shall be screened from view from adjacent public roads or surrounding properties in Farm, Residential, or Commercial zones, unless the entire activity is conducted more than 500 feet from said surrounding property or road.

(2) All off-street loading areas shall be located wholly within a building or shall be screened from view if adjacent properties are in a residential zone.

(3) No merchandise shall be displayed outdoors in any front or side yard if adjacent properties are in a residential zone.

(4) All noise, vibration, dust, odor, smoke, appearance, or other objectionable factors involved in any activity shall be confined or reduced so as to not be unduly detrimental to surrounding properties.

(5) Minimum lot area shall be determined by the County Health Officer as necessary for the protection of public health.

(6) Outside display of any scrap or salvage shall be prohibited.

Section 3.590. Setback. In an "M-1" zone, except for a fence, no structure shall be located closer than 60 feet to a street, road or highway right-of-way, and in no event closer than 80 feet to a street, road, or highway centerline, nor closer than 25 feet to a side or rear property line.

Flood Hazard Zone "FH"

Section 3.600. Purpose. The purpose of an "FH" zone is to reduce the hazards of development in areas susceptible to flooding. The use of these provisions is intended to insure that in such areas there are safeguards minimizing loss of life and other flood damage. The FH zone is a superimposed zone applied in combination with existing regular zones.

Section 3.610. Uses Permitted Outright. In an FH zone the following uses and their accessory uses are permitted outright, when permitted by the pre-established regular zone.

(1) Farming, not including a dwelling, provided that no retail or wholesale business sales office is maintained on the premises.

(2) Storage and sales of scrap iron, rock, sand, gravel, brick, tile or other heavy materials not damaged by inundation.

(3) Park, playground, and other recreational uses, such as a golf course or driving range, boat dock or marina, rifle or archery range, sports arena, race track, fishing lake.

(4) Boat launching facility.

(5) Drive-in theater.

of the amount of parking and loading space required by this Ordinance.

(2) Parking and loading requirements for types of buildings and uses not specifically listed herein shall be determined by the Planning Commission, based upon the requirements for comparable uses listed.

(3) If several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately.

(4) Required parking spaces shall be located not more than 500 feet from the building or use they serve.

(5) Required parking spaces shall be available for the parking of passenger automobiles of customers and employees only, and shall not be used for storage of materials or the parking of trucks used in conducting the business or use.

ARTICLE 5. SUPPLEMENTARY PROVISIONS

Section 5.010. Zone Boundaries. Unless otherwise specified, zone boundaries are section lines or subdivision lines or lot lines or the center lines of streets, alleys or railroad right-of-ways, or such lines extended. When a zone boundary divides a lot between two zones, then the entire lot shall be placed in the zone with the greater area by the adjustment of the boundaries, provided the boundary adjustment is a distance of less than 20 feet. If the adjustment involves a distance of more than 20 feet, the procedure for a zone change shall be followed.

Section 5.020. Projections from Buildings. Cornices, eaves, canopies, sunshades, gutters, chimneys, flues, belt courses, leaders, sills, pilasters, lintels, ornamental features, and other similar architectural features may project not more than two feet into a required setback or into required open space as established by coverage standards.

Section 5.030. Maintenance of Minimum Ordinance Requirements. No lot area, setback, or other open space, or required off-street parking or loading area existing on or after the effective date of this Ordinance shall be reduced in area, dimension, or size below the minimum required by this Ordinance, nor shall the lot area, setback, or other open space or off-street parking or loading area which is required by this Ordinance for one use be used to meet the lot area, setback, or off-street parking or loading area requirement for any other use.

Section 5.040. General Exception to Lot Size Requirements. If a lot, or the aggregate of contiguous lots or land parcels held in a single ownership at the time this Ordinance is adopted, has an area or dimension which does not meet the lot size requirements of the zone in which the property is located, the lot or aggregate holdings may be occupied by a use permitted outright in the zone subject to the other requirements of the zone.

Section 5.050. General Exception to Building Height Limitations. The following type of structures or structural parts are not subject to the building height limitations of this ordinance: chimneys, tanks, church spires, belfries, domes, monuments, fire and hose towers, observation towers, masts, aerials, cooling towers, elevator shafts, transmission towers, smokestacks, flagpoles, radio and television towers, and other similar projections.

ARTICLE 6. NONCONFORMING USES AND STRUCTURES

Section 6.010. Continuation of Nonconforming Use or Structure. A structure conforming with respect to use but nonconforming with respect to height, setback, or coverage may be altered or extended if the alteration or extension does not deviate further from the standards of this ordinance.

Section 6.020. Discontinuance of a Nonconforming Use.

(1) If a nonconforming use involving a structure is discontinued from use for a period of one year, further use of the property shall be for a conforming use.

(2) If a nonconforming use not involving a structure is discontinued for a period of six months, further use of the property shall be for a conforming use.

Section 6.030. Termination of Certain Nonconforming Uses. A nonconforming use not involving a structure or one involving a structure having an assessed value of less than $200.00 shall be discontinued within two years from the date this ordinance is adopted.

Section 6.040. Change of a Nonconforming Use. If a nonconforming use is replaced by another use, the new use shall conform to this ordinance

Section 6.050. Destruction of a Nonconforming Use. If a nonconforming structure or a structure containing a nonconforming use is destroyed by any cause to an extent exceeding 80 percent of the fair market value as indicated by the records of the County Assessor, a future structure or use shall conform to this Ordinance.

Section 6.060. Completion of Structure. Nothing contained in this Ordinance shall require any change in the plans, construction, alteration, or designated use of a structure on which work has commenced prior to the adoption of this Ordinance, except that if the building is nonconforming or is intended for a nonconforming use it shall be completed and in use within two years from the time this Ordinance is adopted.

ARTICLE 7. CONDITIONAL USES

Section 7.010. Authorization to Grant or Deny Conditional Uses.

(1) Uses designated in this Ordinance as conditional uses may be permitted, enlarged, or otherwise altered upon authorization by the Planning Commission in accordance with the standards and procedures set forth in Sections 7.010 through 7.050.

(2) Conditional uses are those which may be appropriate, desirable, convenient, or necessary in the zone in which they are allowed but which by reason of their height, or bulk or the creation of traffic hazards or parking problems or other adverse conditions may be injurious to the public safety, welfare, comfort, and convenience unless appropriate conditions are imposed.

(3) In permitting a conditional use or the modification of an existing conditional use, the County may impose, in addition to those standards and requirements expressly specified by the Ordinance, any additional conditions which the County considers necessary to protect the best interests of the surrounding property or the county as a whole. These conditions may include increasing the required lot size or setback dimensions, limiting the height of buildings, controlling the location and number of vehicle access points, increasing the street width, increasing the number of off-street parking and loading spaces required, limiting the number, size, and location of signs, and requiring diking, fencing, screening, or landscaping to protect adjacent or nearby property.

(4) In the case of a use existing prior to the effective date of this ordinance which is classified in this ordinance as a conditional use, any change in use or in lot area or any alteration of the structure shall conform with the requirements dealing with conditional uses.

(5) Time limit on a conditional use permit: A conditional use permit shall be void after one year or such lesser time as the permit may specify, unless the permit allowed has been acted upon. However, the Planning Commission may extend authorization for an additional period not to exceed one year, on request.

Section 7.020. Application for a Conditional Use.

(1) A request for a conditional use or for modification of an existing conditional use may be initiated by a property owner or his authorized agent, by filing an application with the County Planning Commission.

(2) The application shall be accompanied by plans of the proposed use, drawn to scale, and the names and addresses of the owners of property within 500 feet. The application shall be accompanied by a fee as established by the County Court.

(3) Limit on Re-Application: No application for a Conditional Use Permit shall be considered by the Planning Commission within one year of the denial of such request, unless in the opinion of the Planning Commission, new evidence or a change of circumstances warrant it.

Section 7.030. Public Hearing on a Conditional Use. Before the Planning Commission may act on a request for a conditional use it shall hold a public hearing. The hearing shall be held within 40 days after the application for the conditional use is filed. The County shall give notice of the hearing in the following manner:

(1) Notice of the hearing shall be published in a newspaper of general circulation in the county not less than ten days prior to the date of the hearing.

(2) Not less than ten days prior to the date of the hearing, notices shall be mailed to all property owners within the area enclosed by lines parallel to and 500 feet from the exterior boundaries of the property involved. The names and addresses of property owners shall be those shown in the records of the County Assessor. Failure to send notice to a person specified in this section or failure of a person to receive the notice shall not invalidate the proceedings in connection with the application for a conditional use.

Section 7.040. Notice to Applicant. Within five days after a decision has been rendered, the county shall notify the applicant of the Planning Commission's and/or County Court's action.

Section 7.050. Appeal. The action of the Planning Commission may be appealed to the County Court according to the provisions of Section 11.020 if notice of the appeal is given within 15 days after the Planning Commission has rendered its decision.

ARTICLE 11. ADMINISTRATION

Section 11.010. Enforcement. The County Court or its designated officer shall have the power and duty to enforce the provisions of this Ordinance.

Section 11.020. Appeal to the County Court. An action or ruling of the Planning Commission authorized by this Ordinance may be appealed to the County Court within 15 days after the Commission has rendered its decision by filing written notice with the County Clerk. If no appeal is taken with the 15-day period, the decision of the Commission shall be final. If an appeal is filed, the County Court shall receive a report and recommendation from the Planning Commission and shall hold a public hearing on the appeal. Notice of the public hearing shall be by publication in a newspaper of general circulation in the county ten days prior to the date of the hearing.

Section 11.030. Form of Petitions, Applications, and Appeals.

(1) Petitions, applications, and appeals provided for in this Ordinance shall be made on forms provided for the purpose or as otherwise prescribed by the County in order to assure the fullest practical presentation of pertinent facts and to maintain a permanent record. Where plans must be submitted, the plans submitted shall show the site and its relationship to adjacent property at a suitable scale and with sufficient supplemental drawings or material to show all elements necessary to indicate the dimensions and arrangement of the proposed development and its relationship to surrounding properties and streets.

(2) Applications for building registration permits shall be accompanied by plans and specifications, drawn to scale, showing the actual shape and dimensions of the lot to be built upon, the exact size and location of the buildings and other structures, existing and proposed; the existing and intended use of each building, structure or part thereof; the number of families to be accommodated, if any; and such other information as is needed to determine their conformance with the provisions of this ordinance.

Section 11.040. Interpretation. Where the conditions imposed by a provision of this Ordinance are less restrictive than comparable conditions imposed by any other provisions of this Ordinance or any other ordinance, resolution, or regulation, the provisions which are more restrictive shall govern.

Section 11.050. Severability. The provisions of this ordinance are severable. If any section, sentence, clause, or phrase of this ordinance is adjudged by a court of competent jurisdiction to be invalid, such decisions shall not affect the validity of the remaining portions of this ordinance.

Section 11.060. Penalty. A person violating a provisions of this ordinance shall be subject to the provisions of ORS 215.180, 215.185, and 215.990. Under the provisions of ORS 215.990 "Punishable, upon conviction, by fine up to $100.00 for each day of violation to maximum of $1,000.00 for continuous offense; fine up to $500.00 for non-continuous offense."

Section 11.070. Enactment. This ordinance was adopted by the Morrow County Court June 19,1972. This revised Morrow County Zoning Ordinance is passed and adopted by the County Court of the County of Morrow, State of Oregon, on the 15th day of October, 1975.

PAUL W. JONES
County Judge

HOMER W. HUGHES
County Commissioner

WARREN McCOY
County Commissioner

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon
January 3, 1978

FROM: Dale D. Allen
Region Construction Engineer

TO: Neil Flanagan
Property Manager

S A L E M

SUBJECT: File No. 28921
Boardman-Umatilla County Line
Old Oregon Trail Highway
Morrow County

On this date, we were requested to respond to questions 5 and 6 in your December 22, 1977 letter to Harold Brainerd pertaining to the material source near Boardman.

5) Amount of overburden: Refer to the attached sketch and drill log information. From ten test holes, it shows an average of 6.9 feet of sand over the gravels.

6) Economic feasibility: The economic feasibility is determined entirely on the availability of alternate gravel sites in the same area. That is, if there were other gravel sites with no overburden, then it would not be economically feasible to remove the gravels from a source with 6.9 feet of overburden (assuming the same haul). On the other hand, if there are no other gravel sources within the area, then it would be economically feasible.

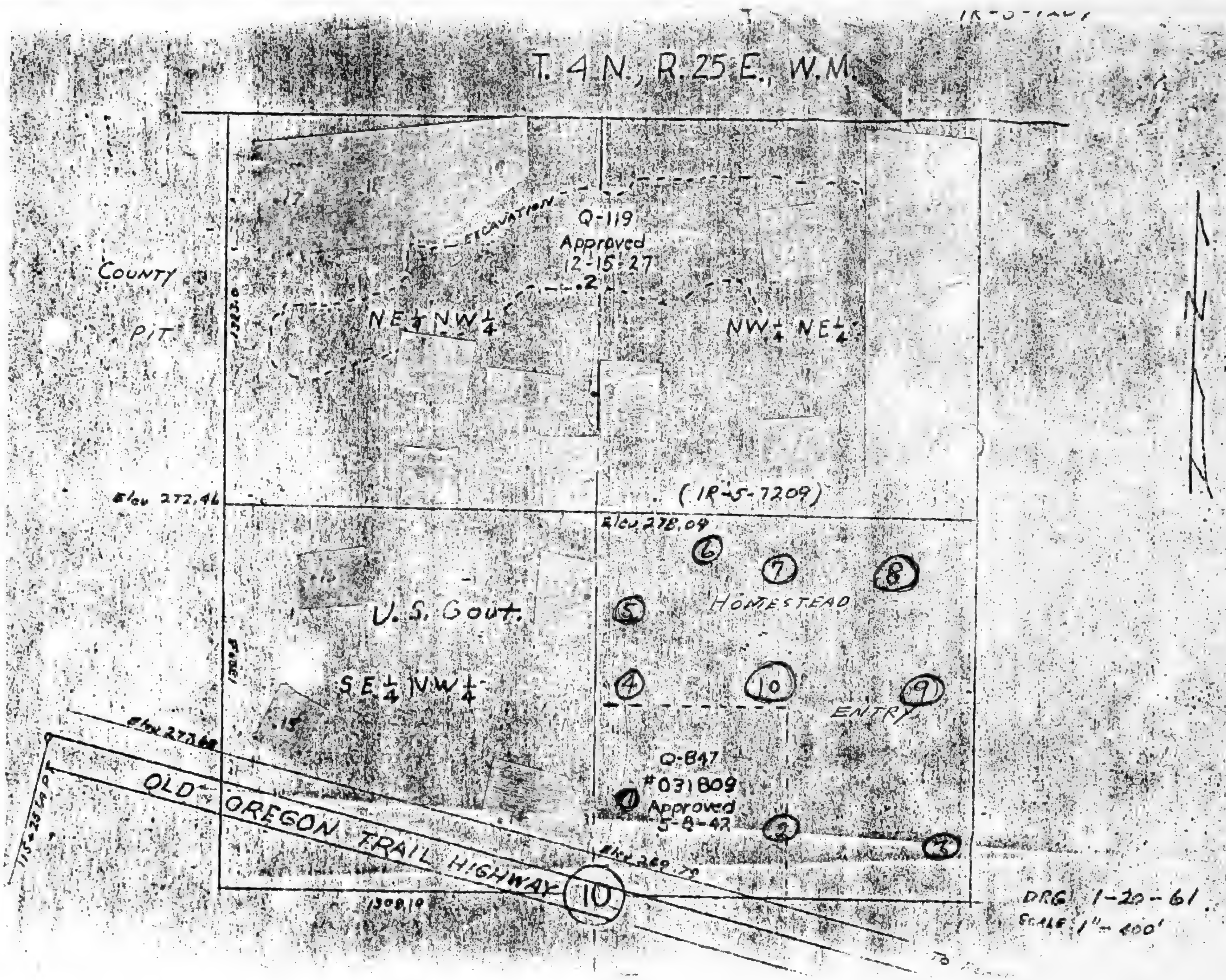
Previous rock production projects have economically removed material immediately adjacent to this area with similar amounts of overburden. From our numerous dealings with the Department of Geology and Mineral Industries, we do not believe it would be difficult to prepare a satisfactory development and reclamation plan to economically extract gravels from this site. The type of reclamation plan would depend upon the quantity of material that was to be removed.

DDA/dlm
Attachment

Neil – The State has no other gravel sources within 25 miles of this site. Further, the economics of removing gravel from this site is not a legal question and does not appear to be a part of the legal question that Dist. was asked to respond to.

RIGHT OF WAY SECTION
RECEIVED
JAN - 6 1978

☐ RE	☐ ARE	☐ ARA	☐ FS	☐ CA	☐ RS
☐ PMS	☐ AS	☐ CE	☐ OS	☐ TA	☐ FAO


T. 4 N., R. 25 E., W.M.
County
Pit
Excavation
Q-119
Approved
12-15-27
NE¼ NW¼
NW¼ NE¼
(IR-5-7209)
Elev 272.46
Elev 278.04
U.S. Govt.
SE¼ NW¼
Homestead
Entry
Q-847
#031809
Approved
5-8-47
Old Oregon Trail Highway
10
Elev 269.79
1308.10
Elev 273.68
N
DRG 1-20-61
Scale 1" = 400'

Hole # 1
0-5' Sand
5'-6' Gravel
6'-20' sand

Hole # 2
0-5' sand
5'-8' Gravel
8'-15 sand

Hole # 3
0-5' Sand
5'-10' Gravel
10'-15' sand

Hole # 4
0-7' sand
7'-14' Gravel (scattered)
14'-16' Sand

Hole # 5
0-5' sand
5'-15' Gravel
15'-20' Sand

Hole # 6
0-2' sand
2'-18' Gravel
18'-20' sand
20' Bedrock ?

Hole # 7
0-10' sand
10'-23' Gravel
23'-33' Sand

Hole # 8
0-9' sand
9'-18' Gravel
18'-22' sand

Hole # 9
0-8' Sand
8'-18' Gravel
18'-22' Sand

Hole # 10
0-13' sand
13'-18' Gravel
18' 21' sand

9629

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
December 30, 1977

FILE:

FROM: W. L. Barnett
Right of Way Agent

TO: Neil Flanagan
Property Manager

SALEM

SUBJECT: File No. 28921
Boardman-Umatilla County Line
Old Oregon Trail Highway
Morrow County

Per Mary Deits memo of 12/12/77 which we received on 12/28/77.

1) Present zoning of subject property is industrial.

2) Comprehensive Plan is not yet adopted, however County Planning Director David Moon indicated this property is currently expected to remain industrial under Comprehensive Plan.

3) The current use (material extraction) is allowed under conditional use -- subject to approval of the Planning Commission. Although no approval has apparently been requested of the Planning Commission, the use of this property pre-dates adoption of the zoning ordinance and would apparently be considered a pre-existing use.

4) The Morrow County Zoning Ordinance was adopted by the Planning Commission on June 5, 1972 and by the County Court at Public Hearing on June 19, 1972. The Zoning Ordinance was subsequently revised in October of 1975.

The Comprehensive Plan has not yet been adopted; the Planning Director indicated the plan should be adopted by late 1978 or early 1979, but no later than July of 1979.

A copy of the Revised Zoning Ordinance of 1975 has been requested from the Planning Director and will be forwarded upon receipt.

5 & 6) The questions involving amount of overburden and estimated economic feasibility of extraction analysis have been handed to the Regional Engineering Staff for response.

WL Barnett
W. L. BARNETT
Right of Way Agent

RIGHT OF WAY SECTION
RECEIVED
JAN - 5 1978
☐ RE ☐ ARE ☐ ARA ☐ FS ☐ CA ☐ RS
N

WLB/crp

cc: Harold Brainerd
W. E. Schwartz

To Mr Klaboe DOT-Salem

RECEIVED
DOT OPERATIONS
DEC 21 77
REFER TO
FOR
Info
Inves
R/O
D/R
Sign
Act
File

E.O.
12/12/77

Gravel Mining Isn't Best Use For Port Land

HEPPNER — Allowing mining of gravel, even by the state Department of Transportation, on 40 acres of land in the Food Processing Park of the Port of Morrow is not using that land for its highest and best use, Rep. Jack Sumner told Port of Morrow commissioners here Thursday.

Sumner said he had been working on getting mining rights on the land transferred to the port for some time at the request of Rupert Kennedy, port manager. The port owns the land, and has offered alternate sites for mining of gravel, which were turned down by the Department of Transportation.

The subcommittee of the Joint Ways and Means Committee of the Legislature adopted a budget note requesting transfer of these rights to the port, Sumner said. He said he had been instrumental in obtaining this direction, but now there is a question as to whether the Highway Division can be compelled to comply with the requests.

USE OF gravel from the area is not planned by the Highway Division for eight years, and gravel from other areas was utilized in construction of Interstate 80-N and other state highways in the area in recent years.

There may be a real need for the land for building sites before the eight-year period is up, Kennedy said.

Sumner said the port could require reclamation of the land, which would be quite expensive to the state Highway Division if the land were mined, or the county planning commission may rule this is not a good use for the land.

An opinion from James Redden, attorney general, included the phrase, "was acquired with money from the highway fund," and concluded the port could not obtain clear rights until just compensation had been made.

96

Kennedy said the Highway Division received the land from the Bureau of Land Management.

[illegible]

Permit at no Charge
From BLM - 1960

Sumner said he would continue efforts to obtain clear title, , including the mining rights, for the port on the 40-acre plot. If necessary, he said, he would sponsor a special law during the next legislative session.

THE
GAZETTE
TIMES

12/15/77

"Mexican Standoff"

Sumner negotiating for gravel site rights

Calling the situation a "Mexican standoff," Rep. Jack Sumner last week told Port of Morrow commissioners he is working with the state Department of Transportation to transfer rights to a 40-acre gravel mining site on Port Food Processing Park land from the DOT back to the Port.

Through a series of deed transfers, the DOT was given a permit to remove gravel from land before the area was purchased by the Port. According to Port Manager Ruppert Kennedy, the land deed obtained by the Port did not show the gravel encumbrance which happens to be located directly in the middle of the Food Processing Park.

The DOT is presently not mining any gravel in the area and has no plans to do so in the next six years.

"I feel very strongly it would be in the public's best interest to transfer the land to the Port," Sumner said. "But all the DOT can see is all those potential yards of gravel that will be there in the future when they need it."

Kennedy said Sumner has been working on behalf of the Port to secure a settlement.

"We've done everything we've been asked to do as a community as far as setting up an industrial park and now they want to dig a hole in the middle," Kennedy said. We'll just have to rassle this one out."

PORT of MORROW COMMISSION
BOARDMAN, OREGON 97818

Rupert Kennedy

NOTED
F. D. KLABOE

-9629

Klaboe

8

RECEIVED
DEC 5 1977
Southwestern Div.

OREGON STATE HIGHWAY DIVISION

Region 5 Office

P. O. Box 350 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

To Honorable Glen Jackson
From Port of Morrow
- Mgr.

November 16, 1977

RECEIVED
DOT OPERATIONS
DEC 22 '77
REFER TO
Rulien

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

NOTED
F. B. KLABOE

City of Boardman
Boardman, Oregon

Attention Jim Thompson, City Administrator

Dear Mr. Thompson:

Your letter of November 8, 1977 to the Oregon Transportation Commission was received and made a part of the record at the Heppner meeting for our Six Year Construction Program review.

The Oregon Transportation Commission is well aware of the burden placed upon Boardman city streets by the traffic generated at the food processing park. I am sure that you are aware that we have undertaken a traffic study in the Boardman area to determine the origin and final destination of the traffic.

The purpose of the study is to determine if traffic desires could be satisfied by creation of an interchange at Patterson Ferry Road and a frontage road from Irrigon Interchange to the food processing park. We believe that this plan would remove much of the traffic burden from the City of Boardman streets. The study should provide the factual justification we must have to get approval of the Federal Highway Administration for creation of another access to the freeway.

We believe this plan will be much easier to justify to F.H.W.A. than your plan to create an interchange less than one mile from the existing Boardman Interchange. Our plan will serve more traffic, since all trips generated in the area are not destined for Boardman, and will provide the same relief that the City is seeking. We hope that we can have your support.

1 3/4 Miles

Sincerely,

Wendell E. Schwartz
Region Engineer

County - School - City & Port all testified for Port Ingres - Egress at Heppner Meeting 11/16/77

WES:sh

cc D. O. Nelson
Louis Carlson, Port of Morrow
M. S. Coulter
L. W. Rulien

9439

8

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 16, 1977

Mr. Rupert Kennedy, Coordinator
Port of Morrow Commission
1 Marine Drive
Boardman, Oregon 97818

Dear Rupe:

I have just gone over the taped comments we received at our Six Year Construction Program meeting at Heppner.

Your comments and support of our program were certainly very helpful. They were particularly appropriate, coming as they did near the end of the meeting, after we had so many negative comments. I believe they certainly helped to re-establish the perspective we were trying to put across. If people are not supportive of measures to obtain additional funding, there will be none of the improvements that Morrow County citizens identified as being so badly needed.

I hope that you will continue to support the measures to obtain the funding required for a worthwhile highway program. I also hope that you will stand up and be counted, as you did at Heppner, when opportunity arises. People like you can exert a great deal of influence in support of worthwhile issues. Thanks, again.

Sincerely,

Wendell E. Schwartz
Region Engineer

WES:sh

cc H. S. Coulter
L. W. Rulien

RECEIVED
STATE HWY ENGR
NOV 2 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

COULTER

Form 81-734-3123

9/21 GENERAL FILES 8

September 19, 1977

Mr. Rupert Kennedy, Coordinator
Port of Morrow Commission
1 Marine Drive
Boardman, Oregon 97818

Dear Mr. Kennedy:

Reference is made to your recent request that we quitclaim to the Port 40 acres of property on which we hold a BLM permit in the Port of Morrow industrial site.

During the processing of this request, serious questions as to the legality were raised by our legal staff. This was brought to the attention of the Chairman of the Oregon Transportation Commission, Glenn L. Jackson, and he asked the Attorney General to give us an opinion on whether or not we can constitutionally deed this property to your organization.

I will advise you further in this matter after we hear from the Attorney General.

Sincerely,

F. B. Klaboe
Assistant Director for Operations

FBK:srb

cc: The Honorable Jack Sumner

bc: Robert A. Burco
Walt Barrie
H. S. Coulter

TRA-7-8

Port of Morrow Commission
1 Marine Drive
Boardman, Oregon 97818
In the Land of Excitement

The Columbia River
An Arm to All Oceans
Floating 74' Diameters
Through Its Locks
Astoria
Portland
Bonneville Dam
The Dalles Dam
John Day Dam
Boardman
Port of Morrow
McNary Dam
Hanford
Walla Walla
Washington
410
Pendleton
UP Railroad
US 80N
Ocean
Oregon Beaches

August 23, 1977

Department of Transportation
State Highway Building
Salem, Oregon 97310

Attention: Fred Klaboe

Dear Commissioners:

Mr. Jack Sumner, our representative, asked that we request a Quit Claim on your gravel permit, obtained from the Bureau of Land Management, as desired by the Legislature.

Our Commission is very pleased to have our land in Oregon's finest planned Food Processing Park releived of the 40 acre encumberance for the following reasons:

1. The site is our finest location
2. It is served by the Port with rail, domestic sewer, industrial sewer disposal, power, fire hydrants, processing water and it is located on old U.S. 30, a fine ingress-egress.
3. We have a tenant request for the land that conforms to food processing purposes.
4. The expansion of processing at Boardman will be very meaningful in the future. We are now #2 county producer of potatoes and #8 in per capita income in the U.S.A.

We are sure that Oregon will be pleased with our job development for our huge crop of young people.

Now all we have to do is move the 50,000 acre Navy Bombing Range to non-irrigable lands and this will be #1 in potatoes and per capita income with Carty power site producing 5,000,000 kilowatts by 1993.

We are grateful for your cooperation.

Sincerely,

Rupert Kennedy

Rupert Kennedy
Coordinator

cc: Representative Jack Sumner
Port Commissioners

NOTED
F. B. KLABOE

RECEIVED
DOT OPERATIONS
AUG 24 '77
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
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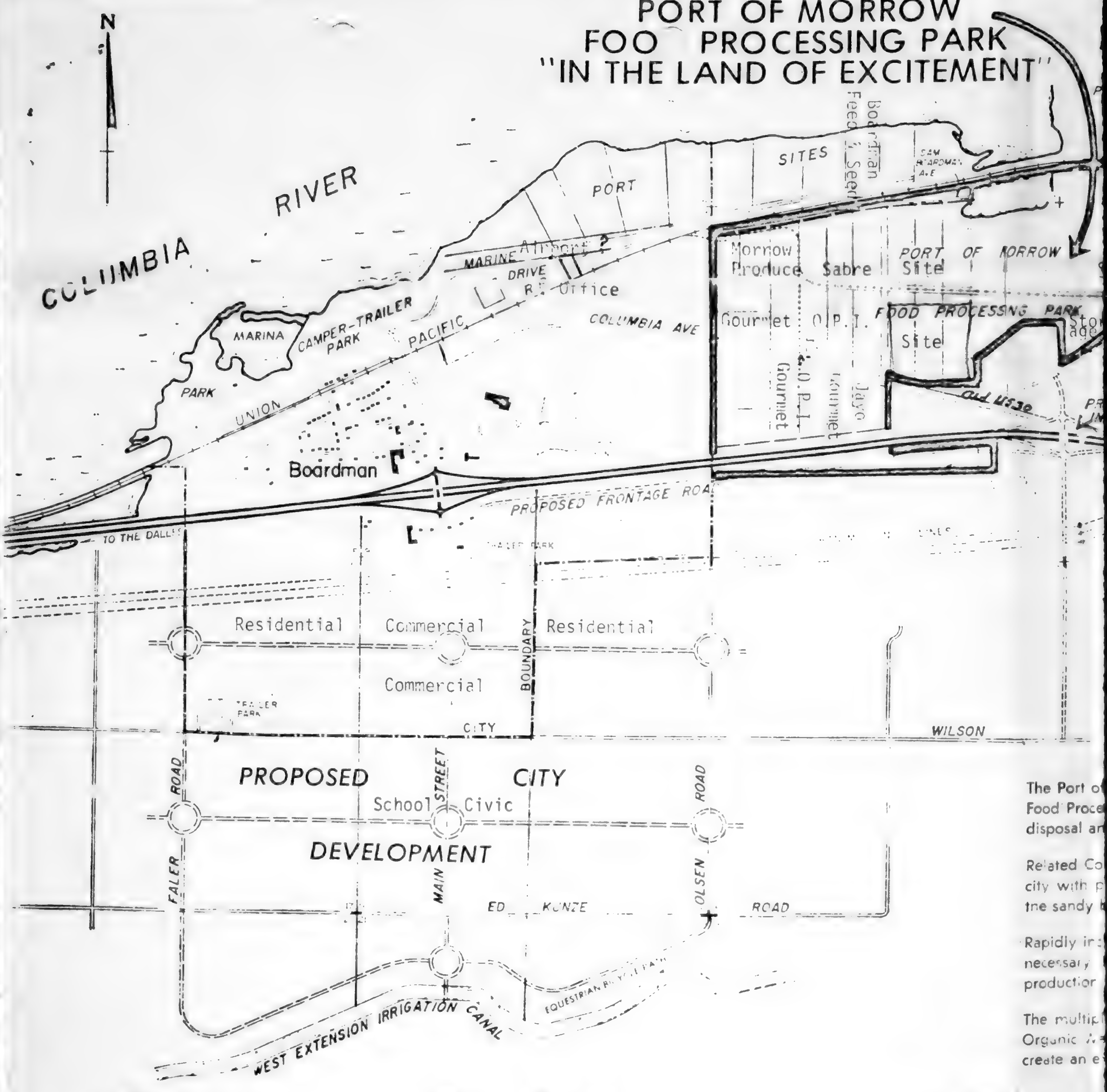
PORT OF MORROW
FOOD PROCESSING PARK
"IN THE LAND OF EXCITEMENT"


N
COLUMBIA RIVER
PORT SITES
Boardman Feed & Seed
SAM BOARDMAN AVE
MARINE DRIVE
Airport
R.R. Office
MARINA
CAMPER-TRAILER PARK
PARK
UNION PACIFIC
COLUMBIA AVE
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Sabre
PORT OF MORROW Site
FOOD PROCESSING PARK Site
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Old US30
Boardman
TO THE DALLES
PROPOSED FRONTAGE ROAD
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Residential
Commercial
BOUNDARY
TRAILER PARK
CITY
WILSON
PROPOSED CITY DEVELOPMENT
School
Civic
FALER ROAD
MAIN STREET
OLSEN ROAD
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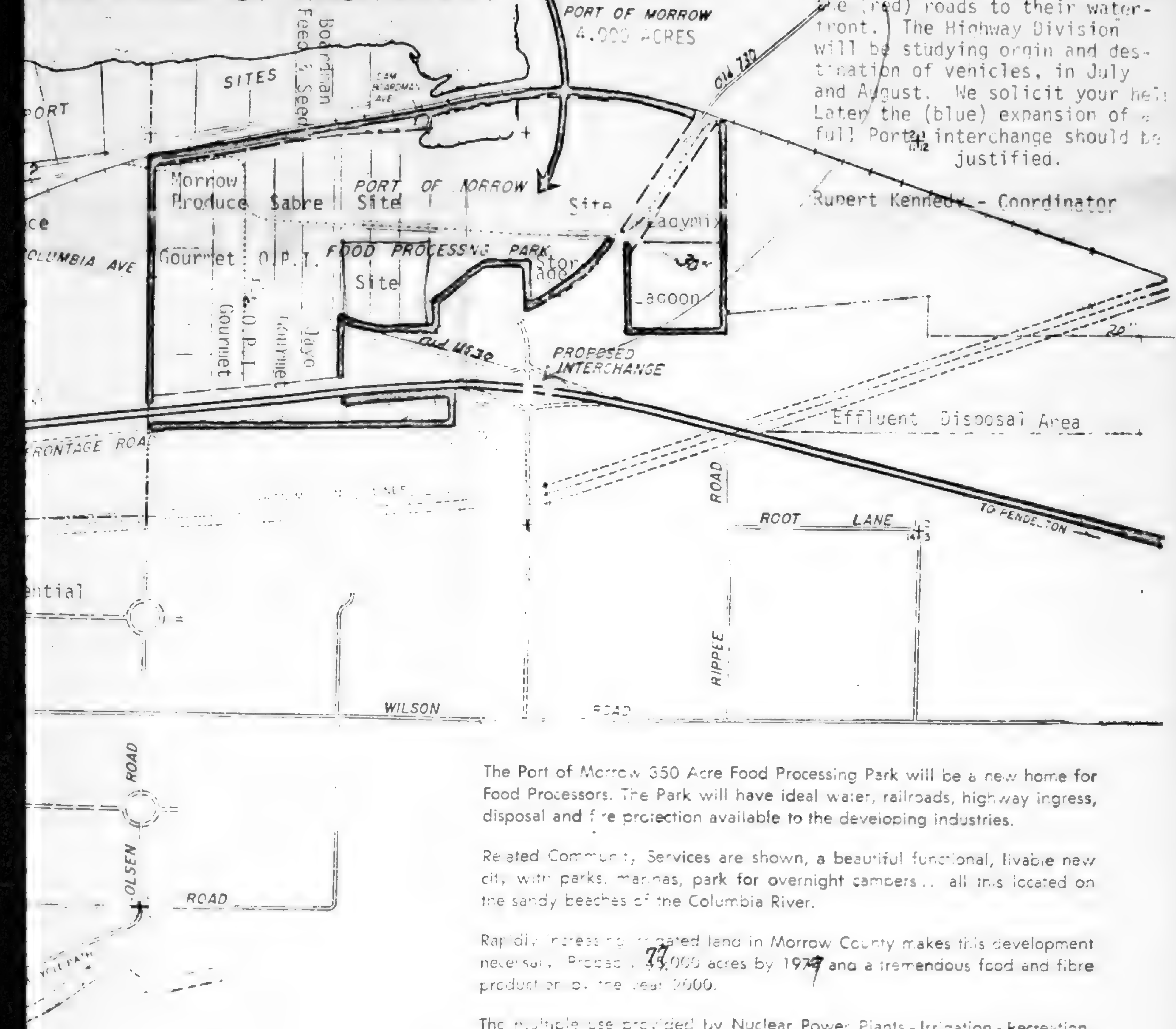
Port of Morrow Co

1 MARINE DRIVE - BOARDMAN, OREGON - (503) 481-2695

PORT OF MORROW
FOOD PROCESSING PARK
"THE LAND OF EXCITEMENT"


PORT OF MORROW
4,000 ACRES
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Boardman Feed & Seed
SAM BOARDMAN AVE
014 730
Morrow Produce
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PORT OF MORROW Site
Site
Readymix
COLUMBIA AVE
Gourmet
O.P.I.
FOOD PROCESSING PARK
Site
Storage
Lagoon
Gourmet
O.P.I.
Gourmet
Jayo
Old US 30
PROPOSED INTERCHANGE
20"
Effluent Disposal Area
FRONTAGE ROAD
ROAD
ROOT LANE
TO PENDLETON
ential
RIPPEE
WILSON
ROAD
ROAD
OLSEN
ROAD

NOTE:
The Port of Morrow wishes to have ingress-egress west bound from US I-80N (red) and construct the (red) roads to their waterfront. The Highway Division will be studying orgin and destination of vehicles, in July and August. We solicit your help. Later the (blue) expansion of a full Port interchange should be justified.

Rupert Kennedy - Coordinator

The Port of Morrow 350 Acre Food Processing Park will be a new home for Food Processors. The Park will have ideal water, railroads, highway ingress, disposal and fire protection available to the developing industries.

Related Community Services are shown, a beautiful functional, livable new city, with parks, marinas, park for overnight campers .. all this located on the sandy beaches of the Columbia River.

Rapidly increasing irrigated land in Morrow County makes this development necessary. Projected ~~45~~77,000 acres by 197~~4~~7 and a tremendous food and fibre production by the year 2000.

The multiple use provided by Nuclear Power Plants - Irrigation - Recreation, Organic Waste Recycling - Warm Water Agriculture and Wildlife Habitat will create an exciting future for our young people.

orrow Commission

RIVE - BOARDMAN, OREGON - (503) 481-2695

pert W. Kennedy, Coordinator

9421 8

September 7, 1977

Mr. Glenn L. Jackson, Chairman
Oregon Transportation Commission
c/o Pacific Power & Light Company
920 S.W. 6th Avenue
Portland, Oregon 97204

[illegible]

Dear Glenn:

I am enclosing the original of the request to the Attorney General for an opinion concerning the Boardman gravel site.

This has been brought up as a result of questions raised by our Legal Department on whether or not the Commission can constitutionally transfer title in this case.

If you are agreeable, please sign the letter and forward it directly to Mr. Redden.

Sincerely,

F. B. Klaboe
Assistant Director for Operations

FBK:srb

Enclosure

bc: Robert A. Burco
H. S. Coulter
Walt Barrie
E. S. Hunter
W. E. Schwartz

September 7, 1977

The Honorable James A. Redden
Attorney General
Department of Justice
100 State Office Building
Salem, Oregon 97310

Dear Mr. Redden:

The Subcommittee of Joint Ways and Means adopted the following budget note in consideration of SB 5537 during the 1977 legislative session:

> "The Highway Division, by permit retains an interest in land located in the Food Processing Park of the Port of Morrow. In order for that land to be utilized for its highest and best use for the economic development of that area, the Subcommittee requests that the Highway Division transfer its rights to the Port of Morrow."

The Port of Morrow Commission has requested that the Department of Transportation, pursuant to the above-quoted budget note, issue a quitclaim deed to the property referred to.

The Department of Transportation's interest in the property in question consists of a material site granted by the Bureau of Land Management in 1960. The Port of Morrow holds title to the surface of the property through a quitclaim deed from the Corps of Engineers in 1967 and wants full title for further development of its "Food Processing Park."

The material site is a valuable resource for future needs of the Department of Transportation.

Under Article IX, Section 3 of the Oregon Constitution and ORS 366.395, the proceeds from gas tax revenues constitute a trust fund which can only be used for certain purposes and the Department has a duty to act in a manner which will best serve the interests of the State and will most adequately conserve Highway funds.

My questions are: (1) what status does a budget note possess in terms of compelling agency action? (2) can the Department of Transportation carry out the request of the Subcommittee's budget note without violating Article IX, Section 3 of the Oregon Constitution and ORS 366.395?

Sincerely,

Glenn L. Jackson, Chairman
Oregon Transportation Commission

bc: Robert A. Burco
Walt Barrie
W. E. Schwartz
H. S. Coulter
E. S. Hunter

(Legal) srb

9629

PROGRAM MANAGEMENT OFFICE MEMO

GENERAL FILES

8

Date August 22 77

Subject Port of Morrow Potato Survey File No.

Received (call) (visit) from

Address

Made (call) (visit) to Rupert Kennedy Port of Morrow Coordinator Phone 481-4601

Reason for contact and general discussion:

Rupert earlier said he would notify me of the best date to conduct the potato commodity survey. Not having heard from him I called him and he set Tuesday Sept. 20, 1977 for the survey day. I subsequently called Region 5 (Pat was on vacation) and talked to Dale Allen and arranged to have hose counts and a manual count as provided in the proposal.

Signature Bill Crawford

File (X) (X) ( ) ( ) ( ) ( ) ( ) ( )
Circulate: PME LGE OPE FAE CCE OM Other

NOTED
F. B. KLABOE

OREGON DEPARTMENT OF TRANSPORTATION
Project Management and Operations Planning Section
Urban Studies Unit

CITY OF BOARDMAN AND PORT OF MORROW: PROPOSAL FOR A TRAFFIC SURVEY AND FORECAST

Background

Since the early 1960's, there have been local efforts to obtain additional access to the Port of Morrow Industrial Park from Interstate 80N. To date, the U.S. Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) has denied all requests by the Oregon Department of Transportation (ODOT) on behalf of the Port of Morrow and the City of Boardman for additional access.

It is beyond the scope of this report to go into detail as to all the correspondence and discussions concerning the various proposal made. It does seem fair to summarize the federal position as follows:

1. That adequate access to I-80N is already provided.
2. That what is really needed is not more access to I-80N, but a system of local frontage and distribution roads to serve local needs.
3. The section of I-80N under question has been completed and it is not possible under present laws to use Interstate Funds to add new access points or build additional frontage roads.

There are two separate, but related, problems jointly facing the local agencies and ODOT.

1. The problem of justifying and obtaining federal permission for additional access to I-80N.
2. The problem of financing construction if new access permission can be obtained.

This report concerns a proposal to address the first problem; that of helping the Port of Morrow and the City of Boardman develop the best possible information concerning the need for additional access to the industrial park. It is envisioned that the local agencies will use the information developed to:

1. Make a new "pitch" to the FHWA, in cooperation with the state, to obtain new access to I-80N.
2. Or, as an alternative, develop plans for frontage and distribution roads that solve the truck problems without additional I-80N access.

The Need For Accurate and Substantiated Truck Trip Information

Most people realize that the Interstate Highway System was built primarily to serve the needs of long distance travelers and long distance freight movements. The various states and the Federal Government put much effort into locating Interstate System access points in such a way that local traffic systems would be reasonably connected to the Interstate System. In most areas, the access locations are satisfactory. In a few areas, location choices could have been better; hindsight is more accurate than foresight.

Congress realized that once the Interstate System was built there would be many local pressures for more access points, especially in rapidly growing areas.

This has happened in Oregon, where many cities with substantial traffic problems of their own have looked at the Interstate System and asked for more access points, hoping in effect, to convert the Interstate into a city street and thus solve local traffic problems.

Obviously, it is not in the national interest or the long distance travelers interest to let this happen. Therefore, once an Interstate section is completed, the final authority to grant new access was given only to the Federal Highway Administrator. Neither the local or regional FHWA Office, nor the state have authority to grant new access.

The Administrator has granted only one new access in Oregon since the Interstate was started, and that on a section with 12 miles between interchanges. Furthermore, the resulting interchange was constructed entirely with local money; no state or federal funds were involved.

This discussion is not intended to discourage the City of Boardman and the Port of Morrow from pursuing additional access. It is only to ensure that everyone concerned understands the nature of the problems to be faced and understands that it will take good firm facts to convince the Administrator that new access should be granted. Unsupported forecasts of growth or "Cloud 9" planning won't do the job. The need must be "here and now" with plenty of sound data to back it up.

To provide some enlightenment as to the views the FHWA holds concerning spacing of interchanges on an Interstate facility, the following passage was taken from the Interstate Cost Estimate Manual, 1977.

Interchange Spacing

It is important that interchanges be located so as to properly discharge and receive traffic from other Interstate and Federal-aid system routes, or major arterial highways or streets. It is equally important that they not be spaced so closely as either to unnecessarily increase the cost of the System or interfere with the free flow and safety of traffic on the Interstate System.

Interchanges within urban areas should not be spaced closer than an average of two miles, in the suburban sections average not closer than four miles, and in rural sections average not closer than eight miles. Obviously, however, in consideration of varying nature of the highway, street or road systems with which the Interstate System must connect, the spacings between individual adjacent interchanges must vary considerably. In urban areas, the minimum distance between adjacent interchanges should not be less than one mile, and in rural areas not less than three miles.

State documentation for justification of an additional interchange normally will include the following information in addition to other data demonstrating public benefits or need:

(1) A statement of the type and condition of the crossroad including:

  a. The system or regional plan of which it is a part.
  b. ADT, current and design year; through and turning.
  c. Number of existing traffic lanes and type of highway.
  d. Probable number of traffic lanes for the design year.
  e. Distance to and size of communities directly served.
  f. Distances to the next interchange in each direction.

(2) An analysis of the crossroads, the other roads and streets in the area, and the relation of the interchange to them and to other interchanges to assure the ability of the said streets and roads to effectively collect and distribute Interstate highway traffic.

(3) The relationship of the interchange to adjacent interchanges of the Interstate highway and the acceptable merge and diverge lengths, and the ability to sign adequately.

(4) The existence of other roads or streets, or the probability of developing them generally parallel to the Interstate System, which could be used by Interstate highway traffic by way of interchanges other than the one under consideration in traveling to and from its origin or destination.

(5) A statement of the cost resulting from construction of the interchange, together with the estimated benefit-cost ratio.

(6) A special case where the interchange is clearly necessary to serve a compelling public need.

It should also be noted that funding a new interchange, even if justified as far as traffic forecasts and spacing are concerned, presents difficulties. Present FHWA policy does not permit using Interstate funds for such a project. The other sources of federal funding which may exist have the state and local matching shares higher than for Interstate funding. In view of the current fiscal problems besetting the State Department of Transportation, there is slim likelihood at this time of state participation in these projects. The possibility of local financing should be thoroughly investigated.

Elements of the Survey

The following are the major elements of the proposed survey.

1. Record all truck movements and other information for each loaded truck into or out from the Port of Morrow Industrial Park on one specific day during the height of the potato harvest season. This selected day (to be specified later) is called the Survey Day. The foregoing truck information should be recorded at the shipping point (farm, warehouse, processing plant, etc.) by employees of the shipper using the Survey Day form furnished by ODOT (copy attached).

2. Conduct a 14-hour (6 AM to 8 PM) classified vehicle count at the I-80N-Boardman Interchange on the Survey Day. To be done by Region 5 Highway Division personnel.

3. Conduct hourly recording vehicle hose counts for one week prior to the Survey Day to one week after Survey Day on Columbia Avenue, the entrance to the Port of Morrow Industrial Park. This work is to be accomplished by Region 5, Highway Division personnel.

4. On the day after the Survey Day, ODOT Urban Studies Unit employees will call on each shipper, collect the filled out forms and otherwise assist in recording any additional pertinent information.

5. At the end of the harvest season, each shipper (farm, warehouse, processing plant, etc.) is asked to complete the Season Summary Report form (copy attached). These can be mailed to ODOT after the season is over. Should any shipper need help with the form or information, an ODOT employee will come to the shipper's place of business and assist.

What Is the Purpose of Each Element of the Survey and What Information Will It Produce?

Examination of the two forms will show in detail the questions asked and indicate the information that will result.

Besides the details shown by the forms, it may be of value to explain why each element of the survey is being done. Such an explanation follows.

To have any chance at all of federal approval, documentation and justification for additional I-80N access must be based on fact, not unsupported estimates. Element 1 of the survey will provide facts concerning truck movements in and out of the industrial park on a peak harvest season day. The number of truck movements can be assigned to various alternative proposals to quite accurately forecast how much truck traffic each alternative would attract.

It is particularly important to have accurate trip and cost information from each shipping point. Without specific information for each route traveled, ODOT will not be able to show costs of alternate proposals and thus demonstrate that one alternative is economically better than another.

This being a competitive world, some shippers may be reluctant to give certain information. All basic information received by ODOT will be kept confidential. Truck traffic forecasts will be made, cost estimates calculated and commodity values summarized. However, this will be done for highway sections and ODOT will not identify individual company trucks or other data on an individual firm basis.

If any firm has a problem with the confidentiality of information, ODOT would like feedback before the survey is done as to how to solve such problems.

Element 2 of the Survey, the classified count, will support the accurately made statements of shippers as to truck movements on and off the freeway at the Boardman Interchange. If the shippers report 500 trucks dispatched, the manual count observers should count 500 trucks. Furthermore, truck movements by hour and by direction (from east or west) will be confirmed.

Element 3 provides hose counts for a week before and after the Survey Day. This will show that the Survey Day was either high, low or average as to vehicle traffic. If Survey Day is low, the vehicle movements can be "factored up" (increased) to represent the average weekday during a two week peak harvest period. It prevents Survey Day from producing abnormal data.

Element 4 is important because it allows shippers and ODOT employees to record additional information that any defect in the forms might allow to be missed. Also, missunderstandings can be cleared up and corrections made if there were any errors in entering the original information on the forms.

Element 5 is the Season Summary Report which gives information on up to a full year's operation, instead of just one peak day.

From the above-mentioned information, the Urban Studies Unit will analyze and summarize all data. This information will be given to all interested parties.

After everyone has had a chance to examine the summarized information, a meeting will be called to identify those alternatives that local agencies and shippers consider as perhaps being able to solve at least a large part of the traffic problems. The Urban Studies Unit will then assign 1977 traffic to each alternative (as if it were in use in 1977). The Urban Studies Unit can also forecast traffic for each alternative for ten years in the future provided agreement can be reached and supported as to a realistic ten year growth outlook. Also, all data as outlined earlier from the Interstate Cost Estimate Manual, 1977 will be provided in cooperation with local agencies.

Besides forecasting 1977 and 1987 truck traffic for alternatives, the Urban Studies Unit may be able to furnish the following information, subject to adequate response to the survey forms.

1. Peak day and seasonal potato tonnages and economic values, related to specific alternatives.
2. Truck operating costs or savings by peak day and season as comparisons between alternatives.
3. Peak truck hour noise contours for alternate routes (showing truck noise impacts).

William L. Cranford
July 28, 1977

OREGON DEPARTMENT OF TRANSPORTATION
Project Management and Operations Planning Section
Urban Studies Unit

Port of Morrow Truck Origin-Destination Study
SURVEY DAY REPORT

General Information

Truck Operator: (circle one) Private Carrier Common Carrier Farm Truck Other
Truck Configuration: (circle one) Truck Tractor-Trailer Semi-Trailer Other
Number Axles: _____ Gross Registered Weight _____ lbs. Loaded Weight _____ lbs.
Commodity Carried: __________________ Estimated Value of Load $__________
Direction of Haul: (circle one) Inhaul Outhaul
Fuel: (circle one) Gasoline Diesel Estimated Miles Per Gallon ________ mi.
Estimated Total Haulage Costs Per Mile (fuel, labor, maintenance, taxes, etc.)
____________ per mi.

Trip Information

Origin of Trip: ____________________ name of farm, warehouse, or plant.
Destination of Trip: ________________ name of farm, warehouse, or plant.
Name of Interchange Where Entering I-80N ____________________________.
Name of Interchange Where Leaving I-80N ____________________________.
Time Trip Began (to nearest five minutes): ___:___ AM PM (circle one)
Estimated Time Enroute to Destination: __________ minutes.
Describe Route from Origin to Destination (names of main roads used):
____
____
____
____

Instructions

1. Use separate sheet for each loaded truck trip.
2. Do not record empty return trips.
3. Do record both in and out trip (separate sheets) if any commodity hauled each way.
4. Use this form to record only those trips made on the selected SURVEY DAY.
5. If you have questions on SURVEY DAY telephone: Bill Cranford, Nugget Motel, Boardman, or Rupert Kennedy, Port of Morrow. At other times call Bill Cranford, Salem, ODOT, 378-6283.

Remarks: (Use this space to record any additional pertinent information)
____
____
____
____
____

OREGON DEPARTMENT OF TRANSPORTATION
Project Management and Operations Planning Section
Urban Studies Unit

Port of Morrow Truck Origin-Destination Study
SHIPPER'S SEASON SUMMARY SHEET

SHIPPER'S NAME: ______________________________
(individual, firm, corporation, farm)

Report Covers A: Full Year Season (circle one) Season From: _____ to _____ 1977.
(date) (date)

Trip Information

Origin of Trips: ____________________ (name of warehouse, farm, or plant).

Destination of Trips: ____________________ (name of warehouse, farm, or plant).

Name of Interchange Where Entering I-80N ____________________

Name of Interchange Where Leaving I-80N ____________________

Description of Route from Origin to Destination (names of main roads used):

____

____

____

Truck Type: 2-axle 3-axle 4-axle 5-axle Other (specify) __________

No. of Inhaul Loads: ____________________

No. of Outhaul Loads: ____________________

Commodity Hauled: ____________________

Estimated Value Per Load ($): ____________________

Estimate of All Haulage Costs Per Mile: ____________________

Travel Time (min): ____________________

Instructions

1. Use separate sheet for each route trucks travel to and from your operation. Try to cover at least the major and most often used routes; we don't require all routes.
2. List all truck trips with a load. We realize that this cannot be precise. Estimate when necessary and try to list at least 85 to 90 percent of loaded truck trips.
3. If you have any questions, please contact Bill Cranford, Room 519, Transportation Building, Salem, OR 97301 (378-6283).

Remarks: (Use this space to record any other pertinent information)

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9637

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

March 21, 1977

FILE:

RECEIVED
DOT OPERATIONS
MAR 24 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FROM: W. E. Schwartz
Regional Engineer

TO: F. B. Klaboe
Chief of Operations

SALEM

SUBJECT: Material Source
Boardman Area

As you requested, I have called upon Rupert Kennedy, Port of Morrow Coordinator, to discuss material sources in the Boardman area which may be available to us as alternate sources to our gravel pit within the boundaries of the Port food processing park.

I took Rupert in the car to show me all of the rock and gravel sources that he alleges would provide suitable material. None of the sites were within Port-owned land which could be traded to the State.

One gravel source lies in the Columbia River immediately north of the town of Boardman and just west of a new Corps of Engineers' marine park and overnight camp. We have no way of knowing if gravel exists in this site. A rather expensive barge-mounted dragline would probably be required to conduct a proper exploration. If gravel was found, we would need permits from the Corps of Engineers, State Land Board, U.S. Fish and Wildlife Service, and would have to pay a royalty fee. To get the material to the highway, we would have to transport the material through the park, cross over Union Pacific tracks on a narrow wooden overcrossing structure of questionable load-bearing capacity, and down the main street of the City. The City is already objecting to all the potato trucks on their street.

A second gravel source that Kennedy pointed out was also in the Columbia River immediately north of Tower Road Interchange. Again, it would require costly exploration to determine if gravel was available at the site. The river is approximately one mile north of the highway at this point. There are no developed roads to the site. It would be necessary to construct a crossing of the Union Pacific Mainline tracks which parallel the highway. We may not be able to obtain permission to do this. At this site we would also need the approvals and permits mentioned for the previous site.

At both gravel sites within the Columbia River, all material would have to be mined under water. This is much more costly than mining from a dry-land site.

We also looked at a dry-land site on the east slope of Six Mile Canyon which is ten miles west of Boardman. This site is on the south side of the freeway. It is on State-owned land which is a part of the lease to the Boeing Company. This is a good site and contains a large quantity of high quality gravel. It is being used by PGE as the principal material source for the Carty Reservoir coal-fired power plant which is currently under construction. Peter Kiewit has had a crusher working in this site since last fall. We have no way of knowing at this time if any gravel will remain when the current construction is completed. Kennedy tells me that PGE also has approved site certificates to construct four nuclear plants at Carty Reservoir. If this is true, PGE may keep this site tied up for their future construction as it is the only good material source in the area.

Kennedy states that all of the land between Tower Road Interchange and Three-Mile Canyon Interchange south of the freeway is State-owned land which shows rock outcroppings that could be quarried to provide road construction material. What he ignores is the fact that all of this land is under a 99-year lease to the Boeing Company and not available to us. We did point out to him that the State had tested this rock extensively in the past and found a lot of it to be of a very poor quality. It also was very blocky and would be almost impossible to process through a crusher without a great deal of secondary shooting. We related to him Babler Bros. experiences in a quarry they developed on Boeing land at Three-Mile Canyon.

It appears to me that it is extremely unlikely that suitable material could be obtained at any of the locations mentioned by Kennedy. None of the sites are owned by the Port of Morrow. At each location it would cost the State a lot of money to obtain the material, if it were available.

The site that Kennedy claims he offered to us is a part of our former holdings which we released to the Port. Our exploration of this area prior to giving it up indicated there was only a limited amount of gravel in the site and was covered by an excessive amount of overburden.

I made no commitment to Kennedy other than that I would report to you on the sites that we had looked at.

WES:sh

cc H. S. Coulter

1029

8

STATE OF OREGON
Department of Transportation

INTEROFFICE MEMO

TO: W. E. Schwartz
Region 5 Engineer

DATE: January 12, 1977

File No.: Hwy. 2

FROM: Bob
Robert E. Royer
Assistant Director for Planning

SUBJECT: Traffic Study
City of Boardman

Ed Hunter's letter of January 5, 1977 to Rupert Kennedy indicated that you would be contacting him in the near future concerning a traffic study in the Boardman area.

We will be working with you on this study and we hope to have an opportunity to discuss the situation prior to your meeting with city/county or port officials. I don't think a very extensive study would be required to develop the information necessary to address the issues involved. It is important that we work with local officials to make sure that we carry out whatever study at a time that would be satisfactory to them.

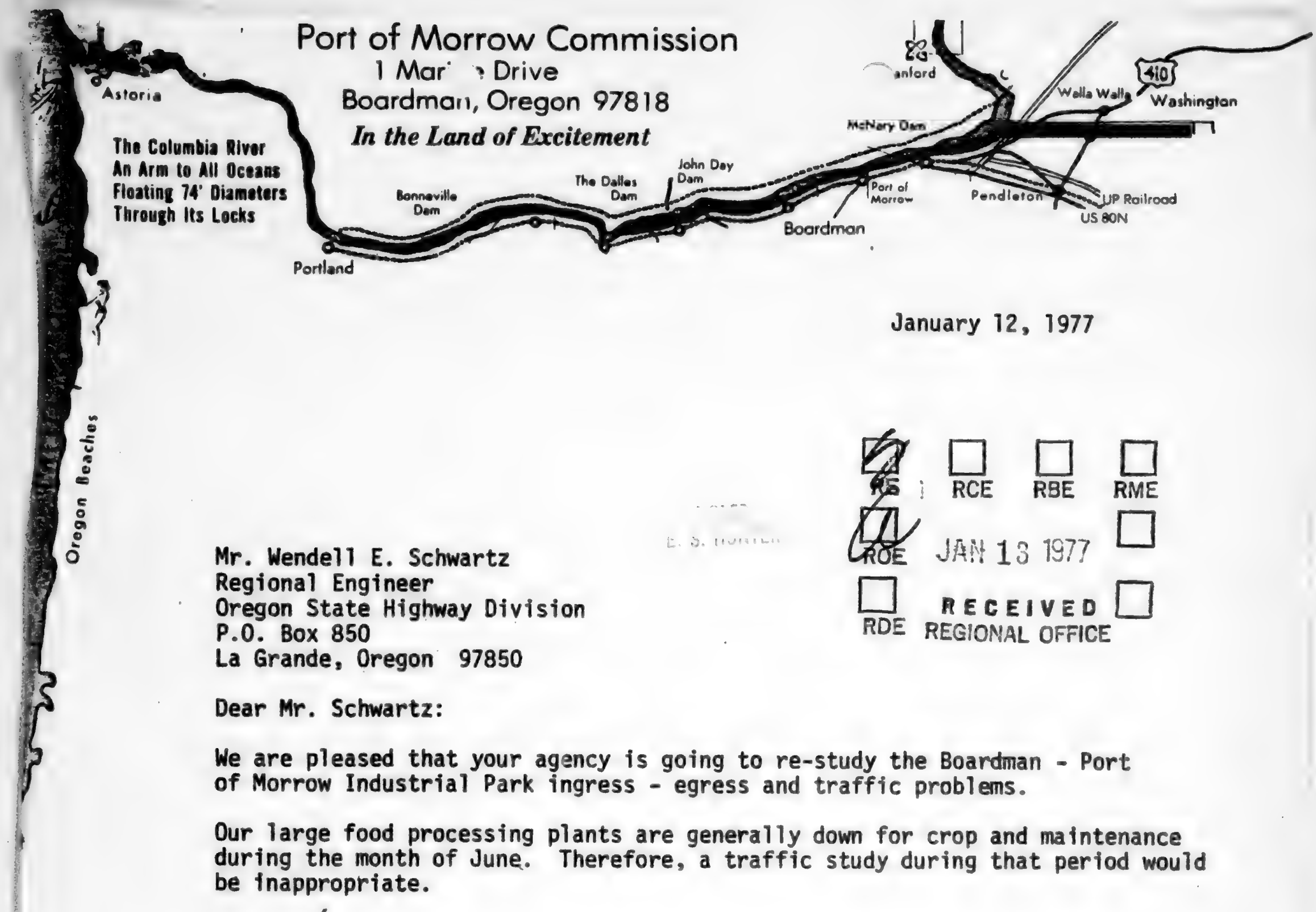
Perhaps the next time you are in Salem would be appropriate, but if not, let me know when it would be convenient to meet with you.

RER:ap
cc: F. B. Klaboe
H. S. Coulter
E. S. Hunter
R. L. Schroeder
Bill Cranford

RECEIVED
STATE HWY ENGR
JAN 12 '77
REFER TO
FOR

81-125-1387

Port of Morrow Commission
1 Mar' e Drive
Boardman, Oregon 97818
In the Land of Excitement


Astoria
The Columbia River
An Arm to All Oceans
Floating 74' Diameters
Through Its Locks
Portland
Bonneville Dam
The Dalles Dam
John Day Dam
Boardman
Port of Morrow
McNary Dam
anford
Walla Walla
410
Washington
Pendleton
UP Railroad
US 80N
Oregon Beaches

January 12, 1977

E. S. HUNTER

☒ RE ☐ RCE ☐ RBE ☐ RME
☒ ROE JAN 13 1977 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

Mr. Wendell E. Schwartz
Regional Engineer
Oregon State Highway Division
P.O. Box 850
La Grande, Oregon 97850

Dear Mr. Schwartz:

We are pleased that your agency is going to re-study the Boardman - Port of Morrow Industrial Park ingress - egress and traffic problems.

Our large food processing plants are generally down for crop and maintenance during the month of June. Therefore, a traffic study during that period would be inappropriate.

Sincerely,

Rupert Kennedy

Rupert Kennedy
Coordinator

Enclosures: Three letters.

cc: Morrow County Court
City of Boardman
County Planning Commission
City Planning Commission
Mr. Dan Daltoso, Riverside High School
Gourmet Food Products, Inc.
Oregon Potato, Inc.
Morrow Produce Company
Ready Mix, Inc.
Port Commissioners

cy E. S. Hunter
R. L. Schroeder
L. E. George
H. Oswald
J. Hagedorn

RECEIVED
STATE HWY ENGR
JAN 17 '77
REFER TO
FOR

~~GARLAND SWANSON~~ ~~President~~ | OSCAR PETERSON ~~Vice President~~ | DEWEY W. WEST, JR. ~~Secretary~~ | LAWRENCE LINDSAY Treasurer | LeROY GARDNER Commissioner I/P | RUPERT W. KENNEDY Coordinator

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

January 11, 1976

Mr. Rupert Kennedy, Coordinator
Port of Morrow Commission
1 Marine Drive
Boardman, Oregon 97818

Dear Rupert:

Mr. Hunter, in his letter of January 5, 1977, stated that Region 5 personnel would be contacting you in the near future regarding the traffic study we plan to conduct in the Boardman area this summer.

This study will be conducted by our Salem Traffic Section, and we will be working with them. As timetables are established and information is developed, we will keep you posted so that you know at all times how this study is progressing.

Since the major effort of the study will take place during the summer, you should not expect to hear very much for the next few months.

Sincerely,

Wendell E. Schwartz
Regional Engineer

WES:sh

cc E. S. Hunter
R. L. Schroeder
L. E. George
Harry Oswald
John Hagedorn

RECEIVED
STATE HWY ENGR
JAN 13 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form 81-734-3123

91621

8

January 5, 1977

Mr. Rupert Kennedy, Coordinator
Port of Morrow Commission
1 Marine Drive
Boardman, OR 97818

Dear Mr. Kennedy:

Mr. Jackson has discussed your recent letter concerning the problems of access to your Port facility with me and has asked that I respond for him. We plan to conduct an extensive study of the traffic problems and patterns this summer in cooperation with you and other public agencies. The study will include the Morrow Food Processing Park and the possible need for additional service to the agricultural area adjacent to Patterson Ferry Road.

It is hoped that working with you, the City of Boardman, and Morrow County, a solution to these traffic problems can be found which is within the fiscal capabilities of all participants.

You will be contacted soon by our Region personnel concerning this study.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Deputy State Highway Engineer

ESH:ia

cc Glenn L. Jackson

RECEIVED
JAN 5 1977
Office of
Assistant State Highway Engineer

bc R. A. Burco
F. B. Klaboe
H. S. Coulter
R. L. Schroeder
W. E. Schwartz
L. E. George -- Start an O&D study in the next 2 or 3 months.
Frank Terpin

1-5-77

Bud, I send this to Royer. He is going to handle it. Thanks Bob

December 30, 1976

Mr. Glenn L. Jackson, Chairman
Oregon Transportation Commission
c/o Pacific Power and Light Company
Post Office Box 1147
Medford, OR 97501

Dear Glenn:

The request for additional access to the Port of Morrow is a perennial one dating back many years. Our last formal answer to this request was made on April 29, 1974 in which we presented three possible alternatives--the cheapest being approximately $200,000. These costs are undoubtedly low for present conditions. I am attaching a copy of George Baldwin's letter to Rupert Kennedy which discusses the three alternatives.

The possibilities of constructing Alternate 3 have been brought up in contacts with Morrow County by Pat Schwartz, Region V Engineer. These contacts were a result of the November 2, 1976 letter from Bruce Nicholes, General Manager of the Morrow Produce Company. I am also attaching a copy of Mr. Schwartz' letter for your information.

It would appear to be possible for us to negotiate Alternate 3 with Morrow County if an interchange could be constructed on I-80N at Patterson Ferry Road which is approximately three miles east of the US730 interchange. The Patterson Ferry Road Interchange would be reasonably inexpensive to construct inasmuch as the Patterson Ferry Road structure already exists over the freeway. A cost estimate has not been prepared.

We plan to work with the local people and conduct an origin destination study in the summer of 1977 to determine the feasibility of that interchange.

We will also include a study of the traffic situation in the vicinity of the Port of Morrow. Hopefully, working with the local public agencies and the Port of Morrow, a solution to the problem can be found within our fiscal limitations.

I'm attaching a suggested answer to Mr. Kennedy's letter for your use.

Sincerely,

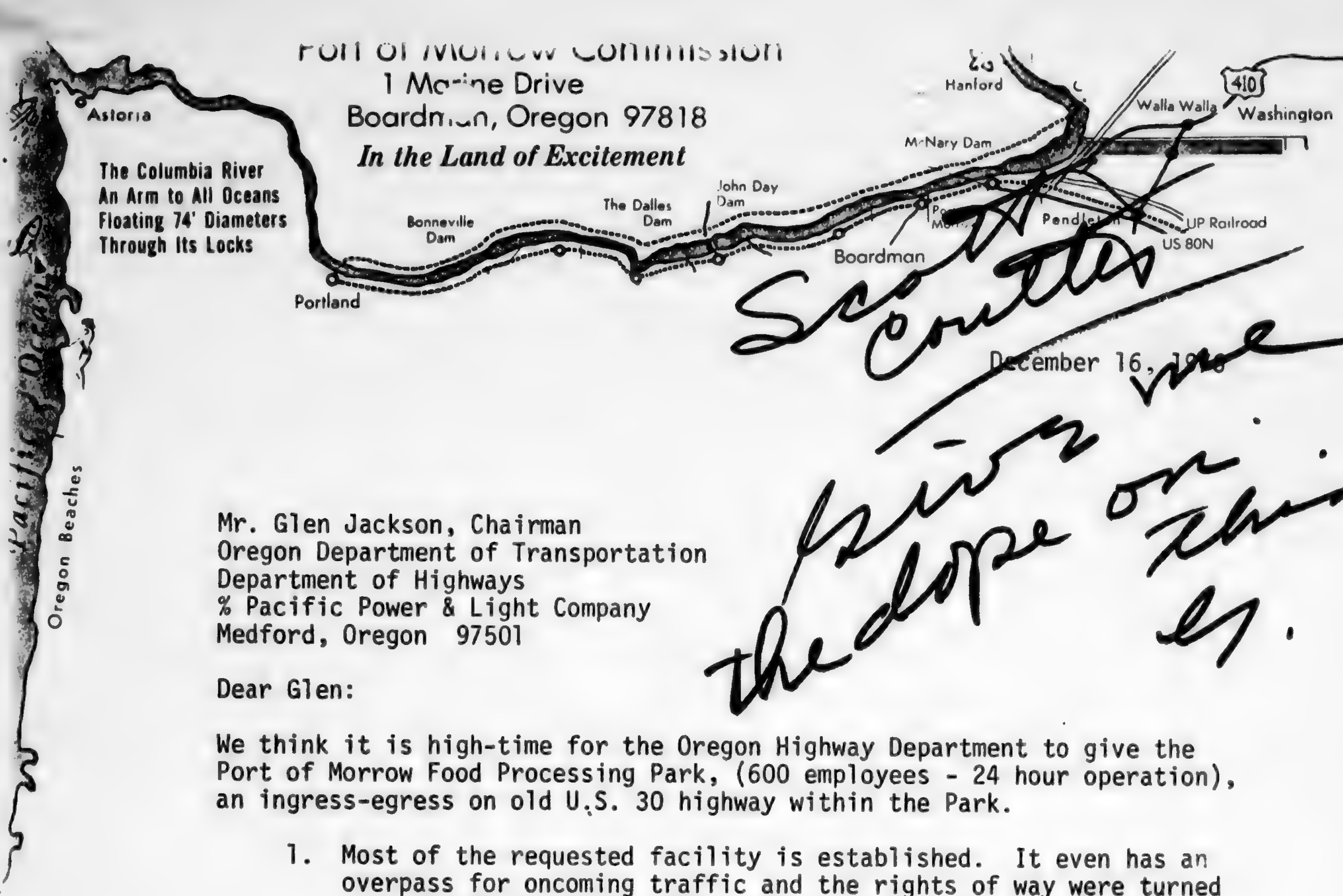
H. S. Coulter
State Highway Engineer

Att.

RLS:ab FSH:ia

bc R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
W. E. Schwartz
L. E. George

Port of Morrow Commission
1 Marine Drive
Boardman, Oregon 97818
In the Land of Excitement


Astoria
The Columbia River
An Arm to All Oceans
Floating 74' Diameters
Through Its Locks
Portland
Bonneville Dam
The Dalles Dam
John Day Dam
Boardman
McNary Dam
Hanford
Walla Walla
410
Washington
Pendleton
UP Railroad
US 80N
Pacific Ocean
Oregon Beaches

Scott Coulter
give me
the dope on this
G.

December 16, 1976

Mr. Glen Jackson, Chairman
Oregon Department of Transportation
Department of Highways
% Pacific Power & Light Company
Medford, Oregon 97501

Dear Glen:

We think it is high-time for the Oregon Highway Department to give the Port of Morrow Food Processing Park, (600 employees - 24 hour operation), an ingress-egress on old U.S. 30 highway within the Park.

1. Most of the requested facility is established. It even has an overpass for oncoming traffic and the rights of way were turned over to the County in 1967 and still available.
2. Most Ports on U.S. I-80N have their own interchanges and no Port east of Portland has the traffic equal to our Port.

We wish to re-initiate the use of the old adequate 730 rail overpass east of our waterfront park, as we are afraid of a load limit being placed on the Boardman rail overpass.

We feel we are fortunate to have old U.S. 30 in our Food Processing Park. It is a fine arterial and it is so easy to hook to I-80N.

We ask that you please assign your engineers to our requested service and eliminate the extra eight mile round trip into the Park and the dangers of routing thousands of trucks and autos through the main street of Boardman, which passes the school.

We will appreciate your consideration.

Sincerely,

Rupert Kennedy
Rupert Kennedy
Coordinator

12-30-76
orig. corres.
returned to
Glen Jackson

RECEIVED
DEC 28 1976

RECEIVED
STATE HWY ENGR
DEC 27 '76
REFER TO
Schroeder
FOR

Info	Inves	R/D	D.R	Sign	Act	File
		✓				

Maps attached.

NOTED
R. L. SCHROEDER

~~GARLAND SWANSON~~ ~~President~~ OSCAR PETERSON ~~Vice~~ President DEWEY W. WEST, JR. ~~Secretary~~ LAWRENCE LINDSAY Treasurer LeROY GARDNER Commissioner VP RUPERT W. KENNEDY Coordinator

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 1, 1976

Wendall E. Schwartz

FROM: Wendall E. Schwartz
REGION 5 ENGINEER

SUBJECT: Traffic problem @
Boardman exit, I-80N

TO: H. S. Coulter
STATE HIGHWAY ENGINEER

Attached is a rough draft reply to Mr. Bruce O. Nicholes on the subject complaint.

Our investigation of this problem concludes that there is no real problem with a traffic backup on the exit ramp caused by potato trucks headed for the industrial park. The Arlington and Hermiston State Police offices and our District office at Pendleton all report that they are not aware of any problem. If one does exist it is only an occasional, momentary thing. We believe this is another part of Rupert Kennedy's campaign for an interchange at the industrial park.

There is a definite problem of these heavy trucks traveling on the Boardman city streets. Attached is a newspaper clipping from the Pendleton East Oregonian of November 24, 1976, which reports on the Boardman City Council's discussion of the problem. As reported in the article, the best available solution to the problem would be construction of a frontage road connecting Columbia Avenue (old hwy) to US 730 near the Irrigon interchange.

Judge Paul Jones of Morrow County has indicated that the County would be willing to work with the City and Port to extend Columbia Avenue to the Irrigon interchange. The County, however, would like to make the frontage road issue a trade off for consideration of an interchange at Patterson Ferry Road as part of the overall traffic circulation problem in the Boardman area.

I agree with the County that there is considerable justification for creation of an interchange at Patterson Ferry Road because of the agricultural development which has occured in recent years. I would like to recommend that an origin-destination study be conducted in the area to provide the justification for consideration of the interchange. I believe there is a considerable amount of out-of direction travel created by a lack of highway access.

WES/lea
attach

cc: Harry Oswald
File

RECEIVED
DEC 6 1976

RECEIVED
STATE HWY ENGR
DEC 6 '76
REFER TO
Schwartz
FOR

O Photo by Torrie McAllister

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Tom Harper, city

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for overtime parking.

Taken

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tate police arrested
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Alexander Place, Pend-
on, and Vernon M. Daugh-
y, 46, Richland, on
rges of driving while
der the influence of intoxi-
nts.
ermiston police arrested
persons for driving
the influence of intoxi-
nts Tuesday night. They
re Zeta Alvira Manuel, 43,
rmiston, and Jack Allen
llace, 34, Umatilla.

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The ambulance is a used one that Morrow County bought for $500 from the city of Pendleton.

It will be insured under the county's blanket insurance policy.

Boardman has [illegible] medical technicians to man the ambulance and more persons are taking classes to get certified.

An all-day seminar to acquaint people with the car and review emergency treatment techniques will be held in Boardman Dec. 18.

People will call the ambulance through the Board-

Ewell said he is working to have the billing done by the Heppner hospital. In return for the billing service the hospital would get part of the fee, he said.

The ambulance has been equipped with $1,000 in materials by the health service and state agencies, Ewell said.

Boardman Council Tackles Truck Traffic Problem

BOARDMAN — A solution to Boardman's most pressing truck traffic problem is being sought by the city council.

The city wants to widen the turning radius of the intersection of Main Street and Columbia Avenue to let trucks turn into the Port of Morrow without blocking traffic in the oncoming lane.

During harvest season about 700 trucks a day roll through town on their way to food processing plants. Most can make the tight turn but it is making a traffic safety hazard.

The council Tuesday decided to ask the school district for a 77 sq. foot easement at Riverside High School to make the corner safer.

If the city can make a 24-foot traffic lane around the turn, trucks should be able to make it without getting into the other lane, councilmen said.

"I think it's an equitable solution to the problem," Councilman Gene Trumbull said.

The council also decided to try to get Columbia Avenue extended east to Highway 730. This would create another entrance to the port property.

Mayor Dewey West said the port commissioners also appear to favor extending Columbia Avenue.

A public hearing to consider reducing the rear-yard setback requirements for buildings in Boardman will be held at the first council meeting in January.

Developers have asked that the rear yard set back be 25-feet instead of 35. The large yard makes it difficult to fit a house on an 8,000-foot lot, said City Administrator Jim Thompson.

The planning commission has recommended that the zoning ordinance be amended to solve the problem.

The city will ask the school district for land at Riverside High to place the city sewer lift station.

Pendleton Council Post Still Vacant

Pendleton Mayor Eddie Knopp made an appeal during Tuesday night's city council meeting for persons interested in filling a council member's vacancy to contact him.

The council accepted the resignation of Eldon Hemenover two weeks ago, at which time Knopp appointed a committee, to be chaired by himself, which will seek a replacement.

Fire Runs

HEPPNER — Nine volunteer firemen responded to a call at 11:30 a.m. Tuesday when a shingled roof at 420 W. Riverside started burning from sparks from a chimney. The fire was extinguished in 20 minutes. The home is owned by Roy Knighten, Condon. Fire Chief Forrest Burkenbine said there was only minor damage.

PENDLETON

8:39 p.m. Nov. 23 — The fire department was called to 432 NW 15th, where a faulty light switch had caused an electrical fire. The power was shut off shortly after the problem arose, thus causing little damage.

9427

8

DEPARTMENT OF ECONOMIC DEVELOPMENT

317 S.W. ALDER STREET • PORTLAND, OREGON • 97204 • Phone (503) 229-5535

ROBERT W. STRAUB
GOVERNOR

December 23, 1976

Mr. F. B. Klaboe
Administrator/State Highway Engineer
Highway Division
Oregon Department of Transportation
140 State Highway Building
Salem, Oregon 97310

Dear Fred:

As we discussed yesterday, the Port of Morrow has been attempting to resolve two problems currently affecting the full development of its food processing park. Specifically, (1) the Highway Division's use of the mineral aggregate site within the food processing park, and (2) the improvement of highway accessibility to the food processing park.

We recognize that there is a substantial history of these problems, and in particular the aggregate resource site.

In our efforts to assist Oregon Ports develop their full potential as economic contributors to our state and national economies, we are interested in those problems that may inhibit such development.

Further, as a state agency, we seek every opportunity to assist positive resolution to those problems occurring between state and local governments.

As we agreed, I and Dave Hupp, from the State Intergovernmental Relations Division, will be in your office at 10:30 a.m. on December 29 to discuss these problems, and in particular the aggregate resource problem within the Port of Morrow food processing park. Any information or assistance you can provide will be appreciated.

Sincerely,

Floyd Shelton

Floyd Shelton
Administrator
Ports Division

12-27
oy

RECEIVED
DOT OPERATIONS
DEC 27 '76
REFER TO Schroeder
FOR
Info Inves R/D D/R Sign Act File

Pl attend w/background info

FS/do

cc: Robert Burco, Director, DOT
Rupert Kennedy, Port of Morrow
Len Bergstein, Governor's Office
John Groupe, DED La Grande
Dave Hupp, IRD

NOTED
F. B. KLABOE

9629

8

bc P. A. Burco
B. Klaboe
E. S. Hunter
R. L. Schroeder
W. E. Schwartz

December 3, 1976

Mr. Bruce O. Nicholes
General Manager
Morrow Produce Company
P. O. Box 187
Boardman, OR 97818

Dear Mr. Nicholes:

Mr. Glenn Jackson has asked me to look into and correspond with you about traffic conditions on the freeway at Boardman associated with truck traffic bound for the Boardman industrial park.

We have checked with the State Police offices at Arlington and Hermiston and with our local office at Pendleton. These offices are responsible for traffic in the area and should know if a problem exists. All three offices reported that they were not aware of any traffic backup on the freeway caused by trucks exiting to Boardman.

We are aware of the problem of truck traffic on the Boardman city streets and the problem associated with truck turning movements from Main Street to Columbia Avenue. This problem is currently under discussion by the Boardman City Council.

It appears that the problem is principally a local one which should be solved by the City of Boardman and the Port of Morrow.

We will continue to monitor the situation at the freeway exit. If a problem develops, we will take whatever steps are warranted to correct the problem.

Sincerely,

H. S. Coulter
State Highway Engineer

cc Glenn L. Jackson

✓

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 1, 1976

Wendall E. Schwartz

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REGION 5 ENGINEER

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TO: H. S. Coulter
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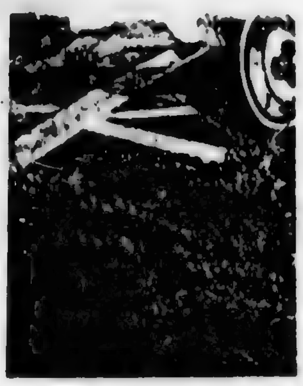
WES/lea
attach

cc: Harry Oswald
File

RECEIVED
STATE HWY ENGR
DEC 6/2 '76
REFER TO
Schroeder
FOR
✓

RECEIVED
DEC 6 1976
Office of
Oregon State Highway Engineer



O Photo by Torrie McAllister

nned niston

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Taken

d the saw was in a work a near his home when it taken.

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The council accepted the resignation of Eldon Hemenover two weeks ago, at which time Knopp appointed a committee, to be chaired by himself, which will seek a replacement.

Fire Runs

HEPPNER — Nine volunteer firemen responded to a call at 11:30 a.m. Tuesday when a shingled roof at 420 W. Riverside started burning from sparks from a chimney. The fire was extinguished in 20 minutes. The home is owned by Roy Knighten, Condon. Fire Chief Forrest Burkenbine said there was only minor damage.

PENDLETON

8:39 p.m. Nov. 23 — The fire department was called to 432 NW 15th, where a faulty light switch had caused an electrical fire. The power was shut off shortly after the problem arose, thus causing little damage.

OREGON TRANSPORTATION COMMISSION

OFFICE OF GLENN L. JACKSON • c/o Pacific Power and Light Co. • Medford, Oregon • 97501

ROBERT W. STRAUB
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
ROBERT L. MITCHELL, Secretary
Portland
TOM WALSH, Member
Portland
B. GORDON COLEMAN, Member
Eugene
MICHAEL P. HOLLERN, Member
Bend

November 15, 1976

Mr. Bruce O. Nicholes
General Manager
Morrow Produce Company
P. O. Box 187
Boardman, Oregon 97818

Dear Mr. Nicholes:

I have your letter of November 2 relative to the situation at Boardman and have referred the matter to Mr. Scott Coulter, Assistant State Highway Engineer, who will contact you after he has investigated the matter.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjk

bc: Scott Coulter

QUALITY OREGON POTATOES
Morrow Produce Company
P. O. Box 187 BOARDMAN, OREGON 97818

November 2, 1976

Mr. Glen Jackson
Chairman, Oregon Transportation Commission
Medford, Oregon 97501

Dear Mr. Jackson:

I am writing to you as manager of Morrow Produce Co Inc. in regards to the traffic condition existing presently at the only ingress - egress to the city of Boardman and the Port of Morrow Industrial Park from Interstate 80 N.

Perhaps you do not realize how appalling things become here between mid- July and October when thousands of loads of potatoes are moved from the farms to the Boardman Processing plants and storage facilities.

I have seen as many as eighteen trucks backed up on the off-ramp trying to get on the main street through Boardman. With agriculture growing at it's present rate in this area, it will not be long before these trucks will be backed up to the freeway lanes.

The streets of Boardman were not designed to accomodate these 65 foot semi's and trucks and trailers, making it necessary for the trucks to swing wide in the street effectivley closing both lanes of traffic on the two steets by the High School.

Mr. Jackson, I hope this is not going to be another of those problem areas in our Hi-way system wherepeople must be killed or injured befor any remedies are effected. I feel that something must be done soon regarding an additional ingress - egress off Intersate 80-N to the Boardman Industrial Park before the situation worsens to a point of injry or death.

Yours truly

Bruce O. Nicholes

Bruce O. Nicholes
General Manager

BON/mam

NOTED
H. S. COULTER

Boardman Airport Bid Rejected

BOARDMAN — A proposal for a recreational-industrial airport at the Port of Morrow was turned down by the U.S. Army Corps of Engineers.

Rupert Kennedy, manager of the port, said Monday that the corps plans eventually to expand the recreational facilities west of the proposed airstrip.

The port had asked for a strip of corps land to be used with a similar strip owned by the port. The runway would parallel Marine Drive, and would be joined on the east end by a port building lot on which hangers could be constructed.

"They want to hold the land for recreational purposes," Kennedy said.

He said an airport committee, headed by Bruce Nichols of Morrow Produce Inc., will decide later what steps to take on the project.

Port commissioners also heard Kennedy's response to a letter in the East Oregonian from the State Highway Division concerning a gravel permit the state has for land in the middle of the port's industrial park.

The letter had questioned Kennedy on what five alternative gravel sites the state and port could exchange for the site in the park. Kennedy said a Heppner reporter had misquoted him, giving the state a false impression of a new offer to trade sites.

At present, he said, the port is acting in the political arena to force the state off the gravel quarry. Tom Jayo, a Boardman area farmer, wants to build a fresh pack processing plant on the site, but cannot until the state's permit is removed.

Kennedy said Jayo plans an eventual $200 million investment at Boardman. Presently he is planning to build two potato storage sheds in the processing park.

The commissioners Monday approved expansion of the processing park's water system, increasing the flow from 1,100 to 1,400 gallons per minute.

The well pumped 33 million gallons in May.

They also approved the expenditure of the balance of the Farmers Home Administration-Rural Development Act grant for expansion of the solid set disposal system.

The amount is $13,801.

cy H. S. Coulter

RECEIVED
STATE HWY ENGR
JUN 18 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

9629

8

ROBERT W. STRAUB
GOVERNOR

1859

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM, OREGON 97310

June 18, 1976

RECEIVED
DOT OPERATIONS

JUN 18 '76

REFER TO

FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

Dorris L. Graves, Chairman
David R. Moon, Planning Director
Morrow County Planning Commission
Room 201, Courthouse
P.O. Box 541
Heppner, Oregon 97836

Dear Mrs. Graves and Mr. Moon:

Thank you for your letter regarding the highest and best use of Port-owned lands.

I have sent a copy of your letter to Fred Klaboe, Administrator of the State Highway Division and asked that he contact you. Please be assured that all factors will be taken into consideration before a final decision is made.

Sincerely,

Governor

RWS:bh

bcc: DOT

NOTED
B. KLABOE

COPY

June 18, 1976

Morrow County Planning Commission
Post Office Box 541
Heppner, Oregon 97836

Gentlemen:

Governor Straub has referred your June 2 letter to me for reply. Speaking on behalf of the Department of Transportation, we are very much aware of the economic growth occurring in northern Morrow County and are also aware that much of this development results from the leadership displayed by the Port of Morrow.

We recognize the problem of the State gravel pit within the Port Food Processing Park and agree with the Planning Commission assessment that the highest and best use of Port land is for industrial development.

We consider this material site to be extremely valuable; it is the only source within a 20- to 25-mile radius of Boardman. The Highway Division will have a continuing need for this type of material for road construction and maintenance. Mineral aggregates are a nonrenewable resource and are becoming increasingly difficult to obtain.

The Oregon Transportation Commission has a standing offer to relinquish this material source if the Port can provide a suitable alternate site. To date the Highway Division has spent a good deal of money exploring sites proposed by the Port which have proven worthless because no gravel was found. Other sites proposed were not owned by the Port and would require the Highway Division to expend large sums of money to acquire. Funds for this purpose are in short supply.

The Transportation Commission has taken a reasonable approach to this problem and it is unlikely we will change our position unless significant new circumstances arise. This material source is very valuable and we have a responsibility to protect the interest of the public in this matter.

Sincerely,

F. B. Klaboe
Chief of Operations

cc: The Honorable Robert W. Straub
bc: Robert A. Burco (No. 006453) H. S. Coulter
E. S. Hunter W. E. Schwartz
H. W. Oswald
WES:sh DM:srb

Morrow County Planning Commission

Phone 676-5030 — Room 201, Courthouse — P. O. Box 541 — Heppner, Oregon 97836

Mrs. Dorris L. Graves, Chairman
Heppner, Ore. 97836
Roy W. Lindstrom, Vice-Chairman
Ione, Ore. 97843
Ed Dick, Secretary
Heppner, Ore. 97836
Orville Cutsforth, Jr.
Heppner, Ore. 97836
Cornett Green
Heppner, Ore. 97836

Ernest Jorgensen
Irrigon, Ore. 97844
Harold Rash
Boardman, Ore. 97818
Mike Sweeney
Heppner, Ore. 97836
Gene Trumbull
Boardman, Ore. 97818
David R. Moon
Planning Director

June 2, 1976

006453

Please prepare draft reply
for Governor's signature
by 6-18
Thank you.

Governor Robert W. Straub
Office of the Governor
Salem, Oregon 97310

Dear Governor Straub:

The Morrow County Planning Commission, at its May 24, 1976 meeting, was asked by the Port of Morrow manager, Rupert Kennedy, to convey their comments regarding the highest and best use of Port lands to your office. The following is the result of those comments:

The Port of Morrow has been a major factor in encouraging economic development in Morrow County for many years. Industries, such as food processing, which have come to the port, have provided hundreds of new jobs, which has resulted in the lowest unemployment rate in the state. The Port of Morrow not only has the potential to become the prime source of employment in Morrow County, but a leader in economic development throughout Eastern Oregon.

It is our understanding, however, that presently the Oregon Department of Transportation retains certain claim to aggregate materials located on Port owned land, which may inhibit future development of some properties. We feel that we must emphsize the importance of this land for future development of the Port of Morrow, and to ensure a stable economic base for Morrow County.

It is the opinion of this Commission that mining of aggregate on lands designated for industrial uses would deplete a valuable resource and seriously inhibit operation of the Port lands. We maintain, therefore, that the highest and best use of the land in question is for industrial and port purposes.

We urge your office to give this matter full consideration, especially in view of the social and economic impacts to the people of the region.

Sincerely,

David R. Moon

David R. Moon,
Planning Director

Dorris L. Graves

Dorris L. Graves, Chairman
Morrow County Planning Commission

DRM:lma

RECEIVED
STATE HWY ENGR
JUN 11 '76
REFER TO
Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

RECEIVED
JUN 9 1976
OFFICE
DIRECTOR of TRANSPORTATION

RECEIVED
DOT OPERATIONS
JUN 11 '76
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

Graves

8-1-75 - Proposed Zoning Ordinance Revisions

Light Industrial Zone "M-1"

Section 3.550. Purpose. The light industrial zone is designed to provide areas for industrial uses which do not create nuisance problems for nearby homes, business, or farm areas. It is appropriate for areas near major transportation facilities which are generally suitable for industry, but because of proximity to homes, business or farm areas, a nuisance industry is not appropriate.

Section 3.560. Uses permitted outright. In an "M-1" zone, the following uses and their accessory uses are permitted outright:

(1) Farming.

(2) Agricultural storage building or warehouse.

(3) Signs.

Section 3.570. Conditional Uses Permitted. In an "M-1" zone, the following uses and their accessory uses are permitted when authorized in accordance with Article 7.

✓ (1) Surface mining, rock crushing, asphalt plant, or concrete batch plant.

(2) Junkyard or wrecking yard.

(3) Machine shop.

(4) Concrete block or pipe manufacturing and repairing.

(5) Custom meat cutting and cold storage.

(6) Contractor's equipment storage yard.

(7) Hauling, freighting and trucking yard or terminal.

(8) Food products manufacturing, excluding meat, fish, salt, sugar, and yeast products.

(9) Grain elevator or flour mill.

(10) Planing mill.

(11) Planned unit development.

(12) Plumbing or sheet metal shop.

(13) Tire recapping.

(14) Truck shop, including truck repair.

(15) Wholesale business, storage building, or warehouse.

(16) Any use permitted outright or conditionally in the "C" zone, except new dwelling units, other than those accessory to a permitted use such as accommodations for a caretaker or night watchman.

(17) Signs.

Section 3.580. Signs. In an "M-1" zone, signs located within 100 feet of a "CF", "F", "FR" or "RR" zone are subject to the following restrictions:

(1) The signs shall be set back at least 40 feet from a lot in a "CF", "F", "FR" or "RR" zone.

(2) Moving or intermittent flashing signs are prohibited.

(3) A free-standing sign shall not exceed an area of 35 sq. feet on each face.

Section 3.585. Limitations on Use.

(1) All business, commercial, and industrial activities and storage allowed in an M-1 zone shall be conducted wholly within a building or shall be screened from view from adjacent public roads or surrounding properties in Farm, Residential, or Commercial zones, unless the entire activity is conducted more than 500 feet from said surrounding property or road.

(2) All off-street loading areas shall be located wholly within a building or shall be screened from view if adjacent properties are in a residential zone.

(3) No merchandise shall be displayed outdoors in any front or side yard if adjacent properties are in a residential zone.

(4) All noise, vibration, dust, odor, smoke, appearance, or other objectionable factors involved in any activity shall be confined or reduced so as to not be unduly detrimental to surrounding properties.

(5) Minimum lot area shall be determined by the County Health Officer as necessary for the protection of public health.

(6) Outside display of any scrap or salvage shall be prohibited.

Section 3.590. Setbacks. In an "M-1" zone, except for a fence, no structure shall be located closer than 60 feet to a street, road or highway-right-of-way, and in no event closer than 60 feet to a street, road, or highway centerline, nor closer than 25 feet to a side or rear property line.

Section 7.010

(5) Time Limit on a Conditional Use Permit: A Conditional Use Permit shall be void after one year or such lesser time as the permit may specify, unless the permit allowed has been acted upon. However, the Planning Commission may extend authorization for an additional period not to exceed one year, on request.

Section 7.020

(3) Limit on Re-Application: No application for a Conditional Use Permit shall be considered by the Planning Commission within one year of the denial of such request, unless in the opinion of the Planning Commission, new evidence or a change of circumstances warrant it.

Gravel added

8-1-75 - Proposed Zoning Ordinance Revisions

Industrial Zone "M"

Section 3.500. Purpose. The purpose of an "M" zone is to provide areas for industrial development that does not encroach on lower intensity uses.

Section 3.510. Uses Permitted Outright. In an "M" zone, the following uses and their accessory uses are permitted outright.

(1) Farming.

(2) Agricultural storage building or warehouse.

(3) Wholesale distributing facility.

(4) Signs.

Section 3.520. Conditional Uses Permitted. In an "M" zone, the following uses and their accessory uses are permitted when authorized in accordance with the requirements of Article 7.

(1) Manufacturing, compounding, repairing, and processing.

(2) Airport.

(3) Cemetery.

(4) Church.

(5) Commercial livestock feed lot or sale yard.

(6) Commercial grain elevator.

(7) Community club building.

(8) Public building or use such as a school, park, golf course or fire station.

(9) Public utility such as a railroad.

✓ (10) Surface mining, rock crushing, asphalt plant, concrete batch plant.

(11) Junk yard or wrecking yard.

(12) Thermal power plant.

(13) Sanitary landfill or solid waste disposal site.

(14) Any use permitted outright or conditionally in the M-1 zone.

(15) Any use, except a use which has been declared a nuisance by statute, by action of the County Court, or by a court of competent jurisdiction.

Section 3.525. Signs. The same as Section 3.560.

Section 3.530. Limitations on Use. In an "M" zone, the following limitations and conditions shall apply:

---

(1) A use which creates any nuisance because of smoke, noise, odor, dust or gas is prohibited.

(2) Materials shall be stored and grounds shall be maintained in a manner which will not attract or aid the propogation of insects or rodents or otherwise create a health hazard.

(3) Any use of property within 500 feet of a lot in a "QF", "F", "FR" or "RR" zone shall be subject to the review and approval of the Planning Commission. The Planning Commission may impose such limitations as may be required to reduce conflicts between uses.

(4) Outside display of any scrap or salvage shall be prohibited.

Section 3.540. Setback. In an M zone, except for a fence, no structure shall be located closer than 60 feet to a street, road, or highway right-of-way, and in no event closer than 80 feet to a street, road, or highway centerline, nor closer than 40 feet to a side or rear property line.

9629

6-7 76

6-8-76
REFER TO Pat Schwartz
By State Hwy. Engr.
for yr info —
ASC

NOTED
H. S. COULTER

EAST OREGONIAN, Pendleton, Ore., Monday, May 31, 1976 Page 11

Morrow Planners Charge State Breaking Own Rules

RECEIVED
STATE HWY ENGR
JUN 8 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

HEPPNER — The Morrow County Planning Commission says the State of Oregon is breaking its own land use planning guidelines which say that land should be put to its highest and best use.

Involved is the effort of Port of Morrow to get the state to release its mining claim to 40 acres of "the best site the port owns" according to Rupert Kennedy, coordinator.

The port recently sold 20 acres of this land to Jayo Farms, Nyssa, for $79,000. Plans were to construct four warehouses and a processing plant. But the port found it could not deliver a clear title because the state has a mining claim on the site to dredge gravel for the State Highway Division.

Kennedy told the planning commission last week a recent request to the state to give up the claim had been denied. He said there were many other areas available to the state for obtaining all the gravel it could ever need.

He said the Oregon [redacted] STATE LegisLaTors was being contacted and he was asking support of the commission and court in the effort to gain clear title to the land.

The planning commission agreed to write Gov. Bob Straub and the State Highway Division expressing the opinion that it would be in the best interest of the county for the state to release its interest in the mining claim.

Morrow County Judge Paul Jones said Thursday the court had been working on this problem for several years and would assist in the port's effort.

Kennedy said he deplored the attitude of governmental agencies in making unneccessary obstacles to development.

"We have to battle with some agencies all the time," he said.

There are, according to Kennedy, five other sites on port land which are available for gravel. "But they should all be released."

The best area for dredging of gravel would be in tthe nearby Wildlife refuge on the Columbia River upstream from the port, he said.

"Dredging creates natural holding ponds and resting places for water fowl," he said. But the Game Commission will not permit mining gravel there. There are also gravel sites on Boeing lands, and in several other nearby areas, he said.

"Without ever touching port land the state could obtain all the gravel it needs in perpetuity," he said.

6/7/76
Previously
Mined
R

6-3-76
Rupe Kennedy

Rupe — I see you are still at it.—
Are these sites you have that we can use? = No
Have our local people looked at them? Yes - Rejected
Have you made any contact with refuge people to get permission for us to remove any gravel? - No
Where are the sites on the Boeing land? - Will they give them up to the Hwy Div? - Mined

Scott Coulter
Salem - OHD

Tri-City Herald

★ THURSDAY, MAY 27, 1976 SECOND PAGE ONE

Bombing range decision expected next year

HERMISTON — The Navy is expected to announce within a year a commitment to vacate the Boardman Bombing Range, according to the manager of the Port of Morrow.

Rupert Kennedy announced Wednesday that the military is still under pressure to vacate the range to allow an estimated 50,000 acres for agriculturlal development.

The port manager made his predictions during a meeting of the Hermiston Kiwanis Club.

He said the military is still working at Del Rio in Douglas County in Washington trying to locate a new range there.

"But no one wants a bombing range," he added.

Kennedy said the Oregon Congressional delegation is working on the military move.

He said a wire was sent to President Ford during his visit to Eastern Oregon last week asking him to look at the port's food processing park at Boardman as he flew from Portland and see how the bombing range was a block of unproductive land in the center of irrigation circles.

It will take about three years to move the military after a commitment is made, Kennedy said.

He reviewed the history of port development and predicted a $3.5 million food processing facility may soon locate in the port park if the agency can get the state to turn loose of a gravel pit easement there.

Kennedy voiced concern about the Columbia River and efforts to divert its water or allocate it to other states.

"One day in the not too distant future water will be allocated and the spigot will be turned off," he said.

Trans FYI

See last page

cc Klaboe Royer FYI

6-3

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

ROBERT W. STRAUB
GOVERNOR

RECEIVED
JUN 03 [illegible]
Governor's Office

RECEIVED DOT OPERATIONS
JUN 4 '76
REFER TO
Info.
Inves
R/D
O/R
Sign
Act
File

6-4 Coulter - Boyd - [illegible]

May 3, 1976

Mr. Rupert Kennedy, Coordinator
Port of Morrow Commission
1 Marine Drive
Boardman, Oregon 97818

Dear Mr. Kennedy:

As has been explained to you, the material site under discussion is a valuable resource for future needs of the Department of Transportation. The minimum current value of this resource is greater than the worth your letter suggests for its use as a processing site.

I am advised that the conveyance to the Port of Morrow was by a quitclaim deed which, according to ORS 93.865, conveys only "whatever title or interest, legal or equitable, the grantor may have in the described property at the date of the deed." Since the easement rights granted to the State preceded the deed to the Port, the rights acquired by the State should necessarily be superior to those of the Port.

The deed to the Port also provided that the conveyance made was "SUBJECT TO the following exceptions and rights outstanding in third parties." This, in itself, should be a clear indicator that the United States, in its deed to the Port, intended to except out previous rights created in third parties, the State being one of those holding such rights. The deed also specifically excepted "existing easements for public roads and highways" which, by implication, would include easements for material sources needed for the construction and maintenance of highways. ?

???

The fact that the easement granted to the State was not recorded should not be of any great consequence, especially since a quitclaim deed was used to convey the property to the Port. A quitclaim deed is usually used to convey a title or interest in property which is less than the full title to property. Because of this, the grantee is put on notice that the grantor has a questionable title to the property being conveyed or does not hold the complete title thereto. In such a case it is imperative upon the grantee to carefully investigate all outstanding rights and claims to the property. The recording of the grant to the State would have given the Port constructive notice of the easement granted to the State for its highway right-of-way and the subject material source. Since we understand the Port had actual knowledge of the State's interest prior to the acquisition of its property, the recording of the State's grant would have accomplished nothing, especially inasmuch as the State was at the time actually occupying and using the property as a material source which, in itself, should have given the Port adequate notice of the State's interest in the property.

The best ultimate use of this land is without any doubt its use as a part of your development. I therefore urge you to obtain a suitable substitute site that can answer the needs of the Highway Division. You have my assurance that the Department of Transportation and this office will support any exchange that equitably replaces this resource so vital to the operation of our highway system.

Sincerely,

Bob Straub
Governor

RWS:cb

RECEIVED
JUN 3 1976
OFFICE
DIRECTOR of TRANSPORTATION

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

DATE April 26, 1976

TO H. S. Coulter
Asst. State Highway Engineer

FROM J. B. Boyd
Right of Way Engineer

J B Boyd

SUBJECT File No. 28921
Material Source
Morrow County

Our title attorney in researching the law with regard to Items 2, 3 and 4 set forth in the Port of Morrow's letter to the Governor has submitted the following matter to be incorporated in the draft reply for the Governor's signature.

... (2) The conveyance to the Port of Morrow was by a quitclaim deed which according to ORS 93.865 conveys only "whatever title or interest, legal or equitable, the grantor may have in the described property at the date of the deed". Since the easement rights granted to the State preceded the deed to the Port, the rights acquired by the State should necessarily be superior to those of the Port.

(3) The deed to the Port also provided that the conveyance made was "SUBJECT TO the following exceptions and rights outstanding in third parties". This, in itself, should be a clear indicator that the United States, in its deed to the Port, intended to except out previous rights created in third parties, the State being one of those holding such rights. The deed also specifically excepted "Existing easements for public roads and highways" which by implication would include easements for material sources needed for the construction and maintenance of highways.

(4) The fact that the easement granted to the State was not recorded should not be of any great consequence, especially since a quitclaim deed was used to convey the property to the Port. A quitclaim deed is usually used to convey a title or interest in property which is less than the full title to property. Because of this, the grantee is put on notice that the grantor has a questionable title to the property being conveyed or does not hold the complete title thereto. In such a case it is imperative upon the grantee to carefully investigate all outstanding rights and claims to the property. The recording of the grant to the State would have given the Port constructive notice of the easement granted to the State for its highway right of way

RECEIVED

[illegible]

Office of
Assistant State Highway Engineer

and the subject material source. Since we understand that the Port had actual knowledge of the State's interest prior to the acquisition of its property, the recording of the State's grant would have accomplished nothing, especially inasmuch as the State was at the time actually occupying and using the property as a material source, which, in itself, should have given the Port adequate notice of the State's interest in the property.

We feel certain that if all of the facts were presented to Transamerica Title Company's and the other title company's lawyers they would reach the same conclusions as we have....

The matter of the State's claim and the basis therefor has already in the past been discussed with both Mr. Herman W. Winter, the Port's attorney, and Mr. Rupert Kennedy, the Port's Coordinator.

By letter only

JBB-AJV:bb

SUMMARY OF BOOKLET, Attached to Rupert Kennedy's letter to Governor Straub

1. Colored brochure explaining Gourmet Food Product's potato processing plants at Boardman and Metolius. (Has red notation "Gov. Straub-Abandon State Gravel Site")

2. Blue and white brochure entitled "Morrow County's 'NUPLEX' on Agri-Nuclear Industrial Complex" put out by Port of Morrow, and showing food processing park and other anticipated developments. (Has printed Notation on "Navy held BLM land" regarding possible release and sale 1976 for agri-nuclear purposes.)

3. Same type of map as item 2 except shows contours. (Has hand-written note "Previous Gravel Sites - Very Costly to Fill", and also denotes Navy land areas.)

4. Map showing 765 acres that Port purchased from Corps of Engineers 1967 (printed note along lower margin says "Deed says Industrial Purposes Only - State Gravel Right Not Excepted in Deed".

5. Map showing State's gravel site and adjacent lot layout.

6. Small map showing lots and new streets adjacent to State source.

7. Previous correspondence: George Baldwin's letter to Rupert Kennedy, dated April 12, 1976; letter from Herman W. Winter, Attorney at Law, dated March 24, 1976, regarding ownership; letter dated March 18, 1976 to Port from Region 5 staff; Letter of Intent dated March 5, 1976 from Tom Jayo (Jayo Farms, Inc.) asking to purchase Lot 7 in Block 3 and Lots 1 and 2 in Block 5 in Port of Morrow Food Processing Park Plat; October 13, 1972 letter, Port of Morrow to W. E. Schwartz, suggesting Highway Division vacate large portion of our holdings and retain area in question until they find us alternate site; letter of November 6, 1972 from R/W to BLM regarding partial release of grant for material source in Lot 2 (SE¼NW¼) Section 10, Township 4 North, Range 25 East, W.M., Morrow County.

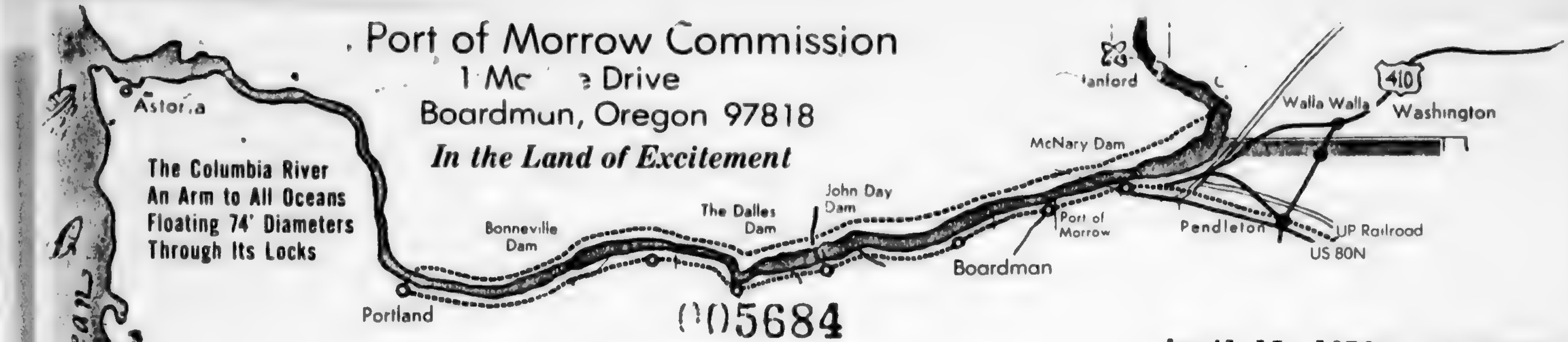
8. Morrow County brochure on proposed and existing development.

9. Newspaper articles showing PGE purchase of Boeing land.

10. Newspaper article regarding filling of gravel sites in Umatilla County with handwritten notation "The State of Oregon left the Port of Morrow 'five' huge gravel holes".

Summary: Most of the information contained in the brochure is "propaganda" pointing out the extent and magnitude of the development that is under way or planned in the Boardman area. The maps and correspondence identified by numbers 4, 5, 6, 7, and 10 pertain to the State's gravel source and attempt to support the Port's latest letter dated April 15, 1976 to Governor Straub.

. Port of Morrow Commission
1 Mc e Drive
Boardmun, Oregon 97818
In the Land of Excitement


The Columbia River
An Arm to All Oceans
Floating 74' Diameters
Through Its Locks
Astoria
Portland
Bonneville Dam
The Dalles Dam
John Day Dam
Boardman
Port of Morrow
McNary Dam
Hanford
Pendleton
Walla Walla
410
Washington
UP Railroad
US 80N
Pacific Ocean
Oregon Beaches

005684

Please prepare draft reply
for Governor's signature
by 4-28
Thank you.

RECEIVED
APR 16 1976
Governor's Office

PLEASE RETURN
ORIGINAL LETTER

April 15, 1976

RECEIVED
STATE HWY ENG
APR 19 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act
		✓			

Honorable Robert Straub
Governor of Oregon
State Capitol
Salem, Oregon 97310

Dear Governor:

This is a request to abandon a state highway gravel withdrawal site obtained from the Bureau of Land Management before the Port of Morrow purchased the land from the Corps of Engineers under the Ullman Amendment in 1967.

1. It is our finest processing site, worth $79,000, with the best location in our Food Processing Park.
2. We are told by Trans-America Title Company lawyers, and other title company lawyers, that our surface rights to the land are superior in our deed over the state's sub-surface gravel rights.
3. The gravel right is not excepted out in our federal government deed.
4. The gravel right is unrecorded in the Morrow County Courthouse.
5. We have a sale for the property.
6. The site will produce many jobs and taxes.
7. The state owns hundreds of tons of gravel in the edges of the Columbia River at Boardman.
8. We have five gravel removal lakes to be filled at great expense and we don't want another hole.
9. We do not under any circumstances wish to litigate for the site with the state.
10. Our Food Processing Park has rail, water, domestic and industrial sewer systems adjoining the site.

We would be very pleased to have an early abandonment of the site so we can proceed to process the food and fiber grown on the 75,000 acres of pivot irrigation installed in Morrow County since 1971. We solicit your help.

Rupert Kennedy

Rupert Kennedy
Coordinator

cc: Senator Jernstedt, Representative Sumner and Glen Jackson, Chairman
Department of Transportation

GARLAND SWANSON President | **OSCAR PETERSON** Vice President | **DEWEY W. WEST, JR.** Secretary | **LAWRENCE LINDSAY** Treasurer | **LeROY GARDNER** Commissioner | **RUPERT W. KENNEDY** Coordinator

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

P. O. Box 830 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

NOTED
E S HUNTER

June 2, 1976

Heppner-Morrow County Chamber of Commerce
Heppner, Oregon 97836

Gentlemen:

I note with interest an article which appeared in the May 26, 1976 edition of the Pendleton East Oregonian. This article dealt with a talk to your group by Port of Morrow Coordinator Rupert Kennedy, in which he discussed a problem the Port is having with the Highway Division over a piece of property in the Port Food Processing Park.

I believe your group should also have the benefit of the Highway Division's point of view. We consider this material site to be an extremely valuable resource. We conservatively estimate its current value at $100,000. This site contains at least 250,000 cubic yards of very high quality gravel. This site is the only material source we have within a 20-25 mile radius of Boardman. We know that the Highway Division will have a continuing need for this type of material for road construction and maintenance purposes. We know that mineral aggregates are a non-renewable natural resource which are becoming in increasingly short supply. As public concern for ecological consideration grows, it will be more and more difficult to open up new material sources.

At the same time, the Highway Division is interested in and aware of the extraordinary growth of the agri-business development in the Boardman area. The Highway Division has a standing offer to the Port of Morrow to relinquish this material source if the Port can provide us with a suitable alternate site. To date, we have spent a good deal of money exploring sites proposed by Mr. Kennedy which have proven worthless because no gravel was found. Other sites proposed by Mr. Kennedy were not owned by the Port and would require the Highway Division to expend a great deal of money to acquire. Funds for this purpose are practically non-existent.

RECEIVED
STATE HWY ENGR
JUN 3 '76
REFER TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

It is not my intention to perpetuate or deepen the current controversy with the Port of Morrow. The Highway Division deeply regrets this situation. We do, however, feel a responsibility to protect what we think is the interest of the public.

Sincerely,

W. E. Schwartz
Regional Engineer

WES:sh

cc F. B. Klaboe w/attachment
H. S. Coulter "
H. W. Oswald
Pendleton East Oregonian
Rupert Kennedy

EAST OREGONIAN, Pendleton, Ore., Wednesday, May 26, 1976

Kennedy Defends Use of Land For Development

By AVON MELBY
EO Correspondent

HEPPNER — Should 20 acres of prime Port of Morrow Land be used for four warehouses and a fresh pack plant — or should it become a gravel pit?

That is the problem holding up additional development "on our best piece of port land," Rupert Kennedy, port manager, said Monday.

Speaking to Heppner-Moorrow County Chamber of Commerce, Kennedy said the port had sold the 20 acres involved, to Jayo Farms, Nyssa, for $79,000.

Back in 1960, the state had obtained mineral rights for the Highway Department to use this site as a gravel pit. The land was then owned by Bureau of Land Management. It was later put in wildlife use under the U.S. Army Corps of Engneers. Through efforts of Congressman Al Ullman, D-Ore., the land was made available for the port to purchase in 1967. But the state has not given up its mineral rights, and in a meeting following the sale of the land, it refused to do so, Kennedy said.

"We went the correct route," Kennedy said. "We went to the state and highway department first." But now an effort is being made through the Oregon congressional delegation, the Morrow County court and planning commission.

There are five other gravel areas on port land, Kennedy said. There are several locations on Boeing land, and other available sites for the state to use to acquire gravel, he said.

The best, according to Kennedy, would be in the wildlife refuge, lying along the river. "They make holes about 10 feet deep, then when they move the dredging operation it fills up with water," the port coordinator explained. "This makes a perfect resting area for birds, but is not good for development."

Utilities are all in the 20 acres for development, plus another 20 acres purchased at the same time.

"Here we have governmental agencies opposing development," Kennedy said. "We have to battle with some of the agencies all the time.

"You'd think they would be interested in developing the area when you consider the jobs made available and the economic impact, but this has never been the case."

Port of Morrow commissioners, and Kennedy, will not give up on this one easily, he said.

Though mineral rights of the state precede zoning in Morrow County and might be considered to be under the grandfather clause, an opinion by the planning commission will be sought.

Page 12 EAST OREGONIAN, Pendleton, Ore., Monday, May 31

Morrow Planners Charge State Breaking Own Rules

HEPPNER — The Morrow County Planning Commission says the State of Oregon is breaking its own land use planning guidelines which say that land should be put to its highest and best use.

Involved is the effort of Port of Morrow to get the state to release its mining claim to 40 acres of "the best site the port owns" according to Rupert Kennedy, coordinator.

The port recently sold 20 acres of this land to Jayo Farms, Nyssa, for $79,000. Plans were to construct four warehouses and a processing plant. But the port found it could not deliver a clear title because the state has a mining claim on the site to dredge gravel for the State Highway Division.

Kennedy told the planning commission last week a recent request to the state to give up the claim had been denied. He said there were many other areas available to the state for obtaining all the gravel it could ever need.

He said the Oregon Congressional delegation was being contacted and he was asking support of the commission and court in the effort to gain clear title to the land.

The planning commission agreed to write Gov. Bob Straub and the State Highway Division expressing the opinion that it would be in the best interest of the county for the state to release its interest in the mining claim.

Morrow County Judge Paul Jones said Thursday the court had been working on this problem for several years and would assist in the port's effort.

Kennedy said he deplored the attitude of governmental agencies in making unneccessary obstacles to development.

"We have to battle with some agencies all the time," he said.

There are, according to Kennedy, five other sites on port land which are available for gravel. "But they should all be released."

The best area for dredging of gravel would be in tthe nearby Wildlife refuge on the Columbia River upstream from the port, he said.

"Dredging creates natural holding ponds and resting places for water fowl," he said. But the Game Commission will not permit mining gravel there. There are also gravel sites on Boeing lands, and in several other nearby areas, he said.

"Without ever touching port land the state could obtain all the gravel it needs in perpetuity," he said.

9649

8

April 12, 1976

672-5C

Mr. Rupert Kennedy, Coordinator
Port of Morrow Commission
1 Marine Drive
Boardman, Oregon 97818

Dear Rupe:

The matter which you brought to my attention in your letter of March 26 has been studied. You request us in your first paragraph to release a questionable material site on Port lands. The material site was granted to the Oregon State Highway Division in perpetuity to utilize gravel materials for the maintenance and construction of highways. We have sent to your attorney, Mr. Herman Winter, the documentation which validates our position. The Oregon State Highway Division has many such lands granted by action of the Bureau of Land Management and the previous General Land Office throughout the state. Our rights to these resources are vital to the continued operation of our highway system.

In 1971 we responded to the request of the Bureau of Land Management and did release portions of the material site which you subsequently purchased. We very carefully determined that we must retain all that portion of Section 10 which lies within what had been the SW¼ of the NE¼, received in two grants from the Bureau of Land Management previously. One, the SW¼, SW¼, NE¼ in 1942 and the remainder in 1960.

Our Region Engineer, Mr. W. E. Schwartz and his staff have worked with you to review exchange sites which you have brought to his attention. These sites have not met the needs of the Highway Division. Sources which are in the bed of rivers and having the problems of environmental concerns would be questionable from our position. You know the difficulty of finding suitable gravels and we must protect those sources that are in such short supply today. We have no sources owned by the Highway Division within a 25-mile radius and the cost of hauling must be included in any of our deliberations.

We estimate the minimum current value of the resource to be $100,000. As sources become more impacted and scarce, this value will rise rapidly. To illustrate the problem, we can remove the 250,000 cubic yards of high quality gravel from the site in question. To remove 250,000 cubic yards from lands controlled by the State Land Board would require the expenditure of $65,000 in royalties, not including the evaluation of the difficulty in removing the gravel from streams and the extra handling costs which are inherent in these operations.

The Department of Transportation remains willing to consider sites which will meet our needs. Mr. Schwartz is available to meet with you and recommend any solution which is mutually acceptable.

Very truly yours,

George M. Baldwin
Director, Department of Transportation

JBB:lb;jk
bc: F. B. Klaboe
J. B. Boyd
W. E. Schwartz

April 12, 1976

Mr. Herman W. Winter
Attorney at Law
Post Office Box 582
Heppner, Oregon 97836

Dear Mr. Winter:

Attached are copies of the decisions from the Bureau of Land Management that set aside the SW¼NE¼ and the SE¼NW¼ of Section 10, Township 4N, Range 25 EWM. This site was obtained in two parcels, the SW¼SW¼NE¼ in 1942 and the balance in 1960. I am also attaching the Partial Relinquishment of Grant documents whereby we released Lot 5 (that part of the SE¼NW¼ south of the north right-of-way line of the old highway), Lot 2 (that part of the SE¼NW¼ north of the old highway) and Lot 4 (that part of the SW¼NE¼ south of the north right-of-way line of the old highway). The balance of the SW¼NE¼ north of the old highway that is designated as Lot 3 has not been relinquished.

I trust this is the information requested in your March 24 letter. If I can be of further assistance, please let me know.

Very truly yours,

George M. Baldwin, Director
Department of Transportation

HSC:ia;jk
enclosures
cc: Mr. Rupert Kennedy
J. B. Boyd w/att.
W. E. Schwartz w/att.
Stabree

Form [illegible]25-2
(December 1964)
(formerly 4-621a)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

PARTIAL RELINQUISHMENT OF GRANT

File [illegible]
The Dalles 031809

Place of execution
Quarries & Gravel Site
File No.
Q [illegible]7

THE UNDERSIGNED HEREBY relinquishes to the United States any and all rights that may have been obtained by reason of the acceptance for filing or the approval of the Department of the Interior of an application dated **January 19, 1942**, Serial Number **TD 031809**, under the Act of **11-9-1921 (42 Stat. 212; 23 U.S.C. 18)**

for an easement or right-of-way for *(state nature of grant)* **a material site**

affecting XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX **only that portion of the material site described as:**

Willamette Meridian, Morrow County, Oregon
T. 4 N., R. 25 E.,
Sec. 10, Lot 4.

This partial relinquishment of Material Site, The Dalles 031809, in no way affects the existing highway right-of-way grant, The Dalles 031651.

January [illegible], 1972
(Date)

F. B. Klaboe
[illegible] Klaboe
[illegible] State (Signature) Highway Engineer

WITNESSES

(Signature of Witness)

(Signature of Witness)

(Address of Witness)

(Address of Witness)

The signature of the person, persons, or company executing a relinquishment must be attested by two witnesses. Relinquishments by incorporated companies must be under seal of the company and where executed by a successor to the original grantee must show by supplemental instrument evidence of successorship.

CLOSED FEB 17 1972

GPO 846-483

FILE COPY
11 - [illegible] - 12-57

IN REPLY REFER TO:
Oregon 06526
2820 (943.1)

United States Department of the Interior
BUREAU OF LAND MANAGEMENT
OREGON STATE OFFICE
P.O. Box 2965 (729 N.E. Oregon Street)
Portland, Oregon 97208

RECEIVED
DEC 18 1972
RIGHT OF WAY

Your Ref:
File 28921, Oregon 06526
Boardman-Umatilla County
Line Section
Old Oregon Trail Highway

State of Oregon
State Highway Division
Highway Building
Salem, Oregon 97310

DEC 15 1972

Attention: Adele L. Egan
Asst. Right of Way Office Manager

DECISION

Partial Relinquishment Accepted

Gentlemen:

A formal relinquishment of a portion of material site right-of-way, Oregon 06526, was received in this office on November 8, 1972. The relinquishment affects the following described land:

Willamette Meridian, Morrow County, Oregon

T. 4 N., R. 25 E.,
sec. 10, Lot 2 (SE¼NW¼).

The relinquishment is determined to be in proper form and executed by the proper party. Accordingly, the relinquishment of material site, Oregon 06526, as to the above-described land is hereby accepted.

Sincerely yours,

Irving W. Anderson
Chief, Branch of Lands and Minerals
Operations

(noted ma)

IN REPLY REFER TO:
Oregon 06526
2820 (943.1)

United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Oregon State Office
P. O. Box 2965 (729 NE Oregon Street)
Portland, Oregon 97208

Your Reference:
File No. 28921
Boardman-Umatilla County Line Section
Old Oregon Trail Highway

JAN 11 1972

State of Oregon
State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. John R. Oakes
Assistant Right-of-Way Engineer

DECISION

Partial Relinquishment Accepted

Gentlemen:

A formal relinquishment of a portion of material site right-of-way, Oregon 06526, was received in this office on January 5, 1972. The relinquishment affects the following described land:

Willamette Meridian, Morrow County, Oregon

T. 4 N., R. 25 E.,
Sec. 10, Lot 5.

The relinquishment is determined to be in proper form and executed by the proper party. Accordingly, the relinquishment of material site, Oregon 06526, as to the above-described land is hereby accepted. The remainder of material site, Oregon 06526, is not affected by this relinquishment.

Sincerely yours,

Irving W. Anderson
Chief, Branch of Lands and Minerals Operations

Referred 1-12-72
To Nay

John R. Oakes

File 28921

Oregon 06526

For[illegible]25-2
(December 1964)
(formerly 4-621a)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

Place of execution

Quarries & Gravel Pits
File No.
Q 1701

PARTIAL RELINQUISHMENT OF GRANT

THE UNDERSIGNED HEREBY relinquishes to the United States any and all rights that may have been obtained by reason of the acceptance for filing or the approval of the Department of the Interior of an application dated **October 27, 1958**, Serial Number **Oregon 06526**, under the Act of **8-27-1958 (72 Stat. 885; 23 U.S.C. 317)** for an easement or right-of-way for *(state nature of grant)* **a material site** affecting lands in *(describe lands by legal subdivisions)* **only that portion of the material site described as:**

Willamette Meridian, Morrow County, Oregon
T. 4 N., R. 25 E.,
Sec. 10, Lot 5.

This partial relinquishment of Material Site, Oregon 06526, in no way affects the existing highway right-of-way grant, The Dalles 031651.

January 3, 1972
(Date)

F. B. Klaboe (Signature)
Deputy State Highway Engineer

WITNESSES

(Signature of Witness)

(Signature of Witness)

(Address of Witness)

(Address of Witness)

The signature of the person, persons, or company executing a relinquishment must be attested by two witnesses. Relinquishments by incorporated companies must be under seal of the company and where executed by a successor to the original grantee must show by supplemental instrument evidence of successorship.

Recorded 3-24-72

1R-5-1209

GPO 8[illegible]6-482

CLOSED FEB 17 1972

FILE COPY

United States Department of the Interior
BUREAU OF LAND MANAGEMENT
Oregon State Office
P. O. Box 2965 (729 NE Oregon Street)
Portland, Oregon 97208

IN REPLY REFER TO:
The Dalles 031809
2820:100.5a

ME

Your Reference:
File No. 28921

APR 23 1971

State of Oregon
State Highway Division
Attention: Mr. Earl F. Saling, R/W Office Manager
Highway Building
Salem, Oregon 97310

RECEIVED
APR 26 1971
RIGHT OF WAY

Gentlemen:

Material Site, The Dalles 031809, was granted to the Oregon State Highway Department on May 8, 1942. The following described land is affected:

Willamette Meridian, Morrow County, Oregon
T. 4 N., R. 25 E.,
sec. 10, SW¼SW¼NE¼.

The SW¼NE¼ of said section 10 was subsequently redesignated as lot 3, containing 38.82 acres, and lot 4, containing 1.18 acres (please refer to the enclosed copy of the supplemental survey plat of section 10 and copy of your map No. LR-2-1257).

The Bureau of Land Management proposes to dispose of lots 4, 5, 6, and the S½ of section 10 by public land sale. Although all of lot 4 is within highway right-of-way, The Dalles 031651, we desire to transfer it into private ownership so that it will not become an unmanageable isolated tract of public land.

Our disposal of lot 4 by public sale is contingent upon your relinquishment of the part of material site, The Dalles 031809, affecting lot 4. Please review your material site needs in the area and consider relinquishing this 1.18 acre parcel. The partial relinquishment of the material site will in no way affect the existing highway right-of-way, The Dalles 031651. Lot 4 will be sold subject to the highway right-of-way.

We have enclosed a relinquishment form, in duplicate, which you may use. Thank you for your cooperation.

NORTH

Enclosures:
Map
Survey Plat
Relinquishment Forms (2)

Sincerely yours,

Virgil O. Seiser

Virgil O. Seiser
Chief, Branch of Lands

United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Oregon State Office
P. O. Box 2965 (729 NE Oregon Street)
Portland, Oregon 97208

IN REPLY REFER TO:
Oregon 06526
2820:100.5a

Your Ref:
File No. 28921

APR 23 1971

State of Oregon
State Highway Division
Attention: Mr. Earl F. Saling, R/W Office Manager
Highway Building
Salem, Oregon 97310

RECEIVED
APR [illegible] 1971
RIGHT OF WAY

Gentlemen:

Material Site, Oregon 06526, was granted to the Oregon State Highway Department on March 11, 1960, and amended on December 8, 1960. The following described land is affected:

Willamette Meridian, Morrow County, Oregon
T. 4 N., R. 25 E.,
sec. 10, lots 2,5 (formerly SE¼NW¼), E½SW¼NE¼, and NW¼SW¼NE¼.

The SE¼NW¼ of said section 10 has been redesignated as lot 2, containing 30.15 acres, and lot 5, containing 9.85 acres (please refer to the enclosed copy of the supplemental survey plat of section 10 and copy of your map No. 1R-5-1209).

The Bureau of Land Management proposes to dispose of lots 4, 5, 6, and the S½ of section 10 by public land sale. Although most of lot 5 is within highway right-of-way, The Dalles 031651, we desire to transfer it into private ownership so that it will not become an unmanageable isolated tract of public land.

Our disposal of lot 5 by public sale is contingent upon your relinquishment of the part of material site, Oregon 06526, affecting lot 5. Please review your material site needs in the area and consider relinquishing this 9.85 acre parcel. The partial relinquishment of the material site will in no way affect the existing highway right-of-way, The Dalles 031651. Lot 5 will be sold subject to the highway right-of-way.

We have enclosed a relinquishment form, in duplicate, which you may use. Thank you for your cooperation.

Enclosures:
Map
Survey Plat
Relinquishment Forms (2)

Sincerely yours,

Virgil O. Seiser

Virgil O. Seiser
Chief, Branch of Lands

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
809 N. E. 6th Avenue
Portland 12, Oregon

IN REPLY REFER TO:
Oregon 06526
(17.0) b

JAN 1961

DECISION

State Highway Department :
Salem, : Right-of-Way
Oregon :

Land Office Decision dated December 8, 1960 Corrected

This refers to above subject decision pertaining to right-of-way for a material site, Oregon 06526. Under the terms and conditions of grant, the second line in paragraph 3b is corrected to read as follows:

> Also, finished depth must be above elevation 270 m.s.l. or below elevation 260 m.s.l. with no intermittent potholes.

M. M. Gorecki
Chief, Lands Adjudication Unit

RECEIVED
JAN 9 1961
OREGON
STATE HIGHWAY COMMISSION

PLO:39a
Sept. '60

C O P Y

Oregon 06526
(17.0) b

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
809 N. E. 6th Avenue
Portland 12, Oregon

172 /

DECISION DEC. 8 1960

AMENDED RIGHT OF WAY GRANTED

Details of Grant

Serial number of grant - - - - - - - - - - - - - - -	Oregon 06526
Name of grantee - - - - - - - - - - - - - - - - - -	State Highway Department
Map showing the location and dimensions of grant:	
Map designations - - - - - - - - - - - - -	OSHD Drawing #1R-5-1209, Exhibit "A"
Date filed - - - - - - - - - - - - - - - - -	October 27, 1958
Permitted use by grantee - - - - - - - - - - - - - -	Material Site
Authority for grant - - - - - - - - - - - - - - - -	Act of August 27, 1958 (72 Stat. 885; 23 U.S.C. Sec. 317)
Regulations applicable to grant:	
Code reference - - - - - - - - - - - - - - -	43 CFR, Subparts A and G
Circular numbers - - - - - - - - - - - - -	1915, 2004
Date of grant - - - - - - - - - - - - - - - - - - -	March 11, 1960
Date of amended grant - - - - - - - - - - - - - - -	December 8, 1960
Expiration date of grant - - - - - - - - - - - - - -	None
Rental:	
Amount - - - - - - - - - - - - - - - - - - -	None
When payable by grantee - - - - - - - - -	xxxx

Terms and Conditions of Grant

Pursuant to the authority vested in the undersigned by Order No. 541 of the Director, Bureau of Land Management, dated April 21, 1954 (19 F.R. 2473), as amended, a right-of-way, the details of which are shown above, is hereby granted, subject to the following terms and conditions:

1. All valid rights existing on the date of the grant.
2. All regulations in the circulars specified above (except 43 CFR 244.9m).
3. ~~Filing of proof of construction within 5 years of date of the grant.~~
4. Further terms and conditions as follows:
    a. Subject to the conditions, reservations and limitations of section 24 of the Federal Power Act of June 10, 1920 (41 Stat. 1075, as amended, 49 Stat. 846; 16 U.S.C. 818).
    b. Side slopes of all borrow areas should not be less than 4 (horizontal) to 1 (vertical) or greater than 2 (horizontal) to 1 (vertical). Also, finished depth must be above elevation 270 m.s.l. or below elevation 260 m.s.l. with no intermittent potholes. In this connection it is requested that if it is necessary to excavate below elevation 270, then excavation

[illegible] Avenue
Portland 12, Oregon

DECISION DEC. 8 1960

AMENDED RIGHT OF WAY GRANTED

Details of Grant

Serial number of grant - - - - - - - - - - - - - - - Oregon 06526

Name of grantee - - - - - - - - - - - - - - - - - - - State Highway Department

Map showing the location and dimensions of grant:
    Map designations - - - - - - - - - - - - - - OSHD Drawing #1R-5-1209, Exhibit "A"

    Date filed - - - - - - - - - - - - - - - - - October 27, 1958

Permitted use by grantee - - - - - - - - - - - - - - Material Site

Authority for grant - - - - - - - - - - - - - - - - Act of August 27, 1958 (72 Stat. 885; 23 U.S.C. Sec. 317)

Regulations applicable to grant:
    Code reference - - - - - - - - - - - - - - - 43 CFR, Subparts A and G

    Circular numbers - - - - - - - - - - - - - - 1915, 2004

Date of grant - - - - - - - - - - - - - - - - - - - March 11, 1960
Date of amended grant - - - - - - - - - - - - - - - December 8, 1960
Expiration date of grant - - - - - - - - - - - - - - None

Rental:

    Amount - - - - - - - - - - - - - - - - - - - None

    When payable by grantee - - - - - - - - - xxxx

Terms and Conditions of Grant

Pursuant to the authority vested in the undersigned by Order No. 541 of the Director, Bureau of Land Management, dated April 21, 1954 (19 F.R. 2473), as amended, a right-of-way, the details of which are shown above, is hereby granted, subject to the following terms and conditions:

1. All valid rights existing on the date of the grant.
2. All regulations in the circulars specified above (except 43 CFR 244.9m).
~~3. Filing of proof of construction within 5 years of date of the grant.~~
4. Further terms and conditions as follows:
    a. Subject to the conditions, reservations and limitations of section 24 of the Federal Power Act of June 10, 1920 (41 Stat. 1075, as amended, 49 Stat. 846; 16 U.S.C. 818).
    b. Side slopes of all borrow areas should not be less than 4 (horizontal) to 1 (vertical) or greater than 2 (horizontal) to 1 (vertical). Also, finished depth must be above elevation 270 m.s.l. or below elevation 260 m.s.l. with no intermittent potholes. In this connection it is requested that if it is necessary to excavate below elevation 270, then excavation be to a minimum of 260.

M. M. Gorecki /s/
Chief, Lands Adjudication Unit

Orig: File
Dup. Orig; Grantee
cc: D.M., Baker
cc: Bur. of Public Roads (3)

STATE OF OREGON)
)
COUNTY OF MULTNOMAH)

I, Frank B. Pallo, a Notary Public in and for the said County and State, do hereby certify that on this the 8th day of December, 1960, before me personally appeared M. M. Gorecki, being to me personally well known and known by me to be the Chief, Lands Adjudication Unit, Bureau of Land Management, and acknowledged that the foregoing instrument bearing date of December 8, 1960, was executed by him in his official capacity and by authority in him vested by law, for the purpose and intents in said instrument described and set forth, and acknowledged the same to be his free act and deed as Chief, Lands Adjudication Unit, Bureau of Land Management.

Witness by hand and seal this 8th day of December, 1960.

Frank B. Pallo /s/

Notary Public for State of Oregon

Residing at 2917 N. E. 67th
Portland 13, Oregon

(SEAL)

My Commission expires December 2, 1962.

28921

IN REPLY REFER TO:
[illegible]

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
[illegible] N. E. 6[illegible] Avenue
[illegible]land 1[illegible], Oregon

MAR 21 1960

DECISION

Oregon State [illegible] Department : [illegible] Application
Salem, :
Oregon : Oregon 0[illegible]

Decision Dated [illegible] 11, 19[illegible] Corrected

Paragraph three on page two of the above-mentioned decision stated, in part, that action on approval of the right-of-way as to the [illegible] Sec. 10, T. [illegible], R. [illegible], W.M., Oregon has been suspended. The correct description of the subdivision is [illegible]. The decision of March 11, 19[illegible] is [illegible] corrected by substituting the following paragraph in lieu of paragraph three on page two thereof:

> Action on approval of the right-of-way as to the [illegible] and [illegible] Sec. 10, T. [illegible], R. 2[illegible], W.M., Oregon has been suspended awaiting final disposition of reclamation sale under the Act of March 31, 19[illegible] ([illegible] Stat. [illegible]; [illegible] U.S.C. sec. [illegible]) to William [illegible]. and [illegible] D. L[illegible]ll, Oregon [illegible].

M. M. Gorecki
[illegible], Lands [illegible]
[illegible]

RECEIVED
[illegible] 1960
LEGAL DEPT.

NOTED
D. H. MOEHRING

RECEIVED
MAR 22 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
W. T. WRIGHT

RECEIVED
MAR 11 1960
LEGAL DEPT.

28921

IN REPLY REFER TO:

100.75
Oregon 06526
17.0 [illegible]

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
[illegible] . E. [illegible] Avenue
Portland 12, Oregon

MAR 11 1960

NOTED
D. H. MOEHRING

Quarries & Gravel Pits
File No. Q 1101

DECISION

Oregon State Highway Department
Salem,
Oregon

Date Map Filed: October 27, 19[illegible]

Material Site Application

Serial No. Oregon 06526

Use of Material Site Permitted in Part
Use of Material Site Suspended in Part

The application of the above-named State for the use of the described lands as a source of material in connection with a Federal Aid Highway Project under the Act of August 27, 1958 (72 Stat. [illegible]; 23 U.S.C. Sec. 317), has been examined and found to conform to the regulations. The Public Roads Administration has determined that the following described Federal land is necessary for the purpose specified in the Act:

T. [illegible] S., R. [illegible] E., W.M., Oregon
Sec. 16: SE¼NE¼

Pursuant to the above-mentioned Act and the regulations thereunder (43 CFR 244.9 and 244.51 through 244.56, circular as amended), permission is hereby given to the State to use as a source of road building materials the land above described and shown on the above-mentioned map, subject to all valid existing rights.

The authority hereby granted is further subject to the following specific stipulations:

1. The right to lease the land or any part thereof for the development and production of oil and gas and other leasable minerals is reserved to the United States, and the operations necessary to remove the material for which this permit is issued shall be carried on in a manner so as not to interfere with the reasonable use of the surface by the United States, its permittees or lessees, in the development of the leasable mineral resources.

2. That this permit may be modified or canceled, if required, in order to facilitate necessary operations incident to development and production of oil and gas and other leasable minerals.

3. The express condition that the minerals taken from the land shall be restricted to their use on the Federal Aid Highway System.

NOTED
E. F. SALING

NOTED
W. T. WRIGHT

[illegible] subordinates.

[illegible] (43 Stat. [illegible]) [illegible]

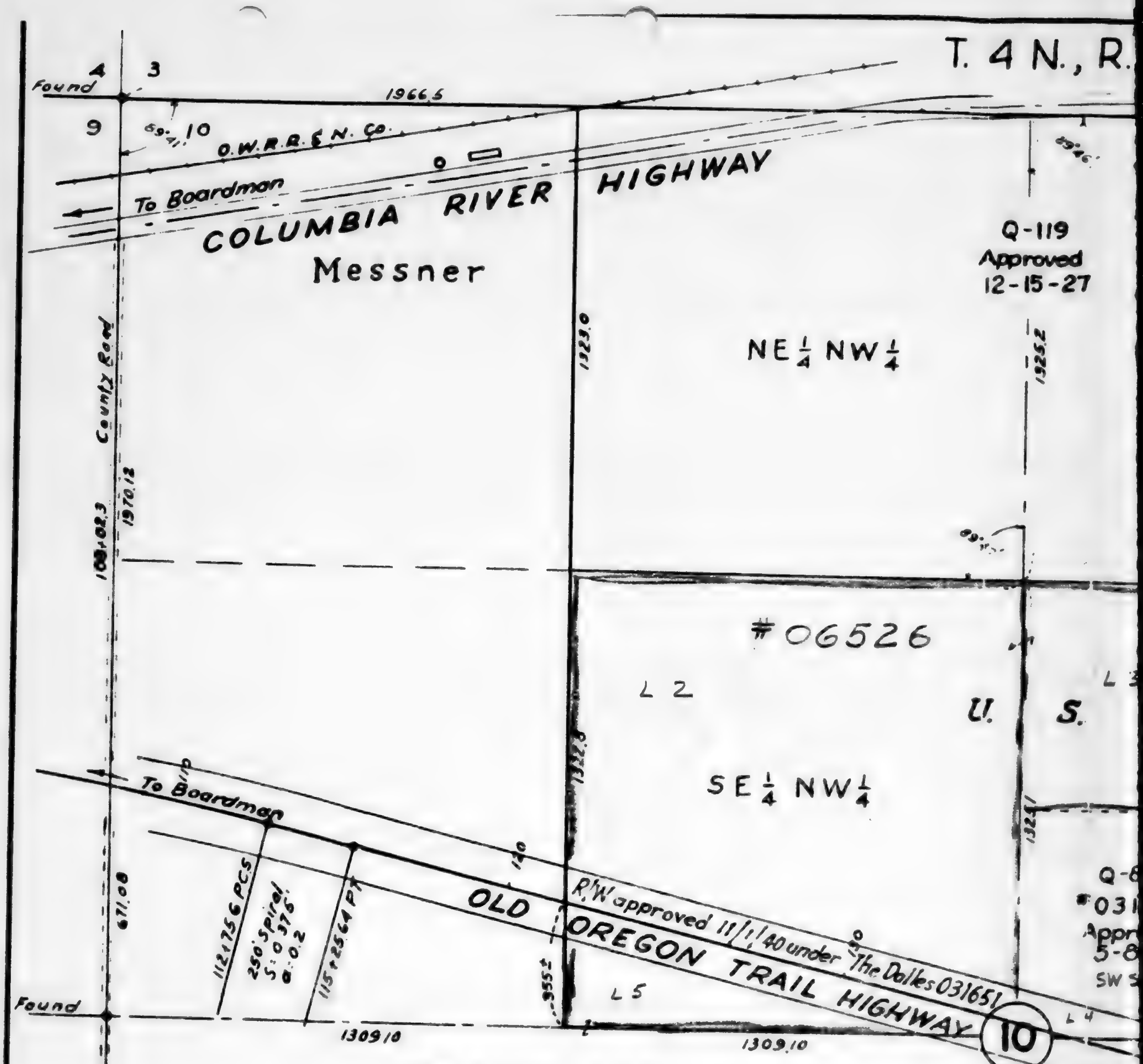
Assignment [illegible] NE¼ [illegible] Sec. 12, [illegible] suspended awaiting final disposition [illegible] Act of [illegible] 31, 19[illegible] ([illegible] Stat. [illegible]); [illegible] Lindell, [illegible].

On [illegible] 1[illegible], [illegible] the Land [illegible] sale, [illegible] final [illegible] Solicitor's opinion [illegible] August 31, 19[illegible] classified as a [illegible] was not [illegible] sale was properly made.

M. M. Gorecki

Attach: [illegible]

RECEIVED
MAR 14 1960
OREGON
STATE HIGHWAY COMMISSION


T. 4 N., R.
4
3
9
10
Found
1966.5
O.W.R.R.&N. Co.
To Boardman
COLUMBIA RIVER HIGHWAY
Messner
County Road
1970.12
1323.0
NE¼ NW¼
Q-119
Approved
12-15-27
1325.2
#06526
L 2
U. S.
SE¼ NW¼
1322.8
To Boardman
112+75.6 PCS
250' Spiral
115+25.64 PT
671.08
OLD OREGON TRAIL HIGHWAY
R/W approved 11/1/40 under The Dalles 031651
L 5
L 4
10
Found
1309.10
1309.10
1324.1
Q-8
#031
5-8
SW

CERTIFICATE

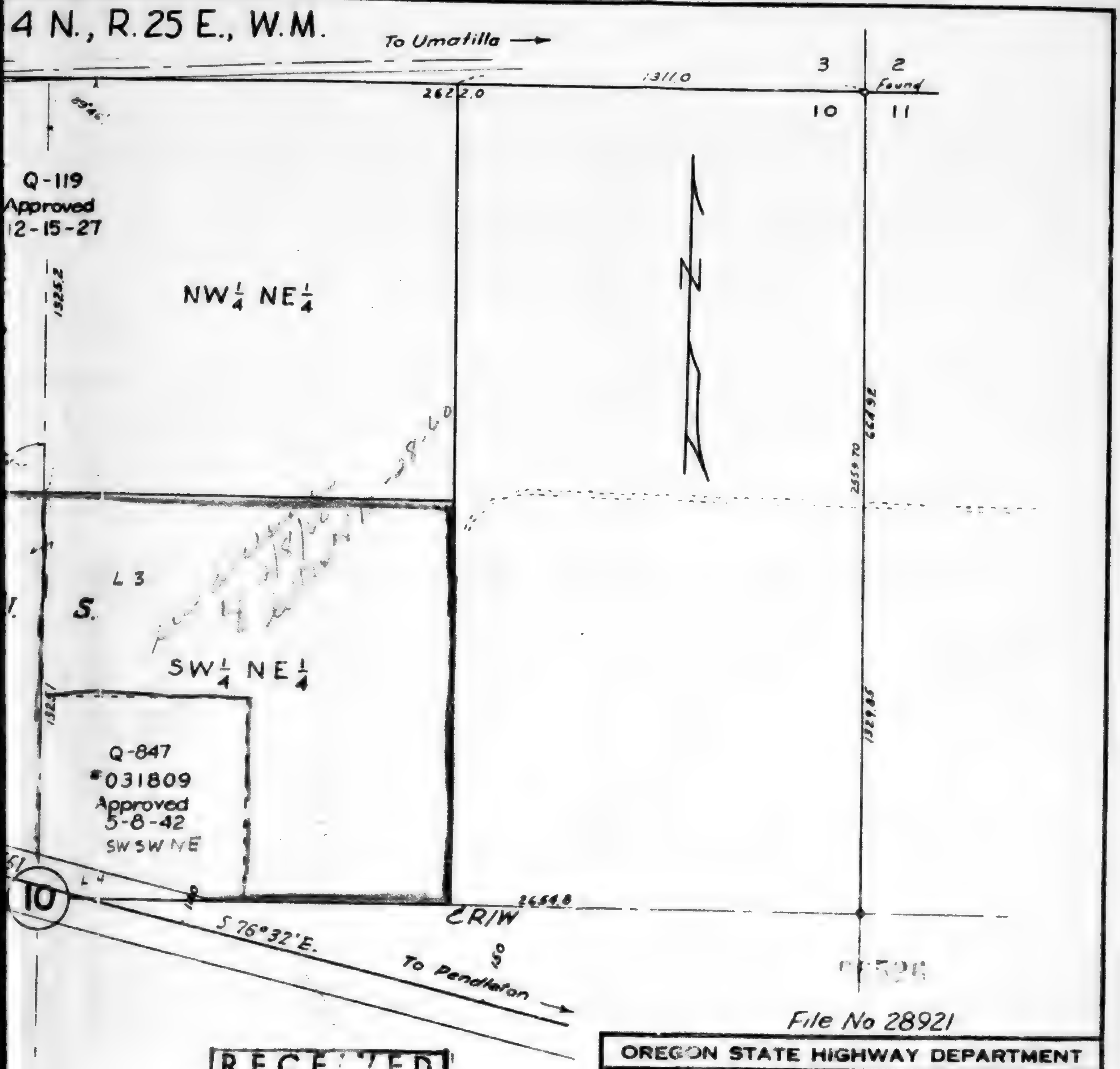
I hereby certify that the following described land is as of this date unpatented Federal Land.

T.4 N., R.25 E., W.M.-Sec.10 - S.E.¼ N.W.¼; S.W.¼ N.E.¼

The SW¼NE¼, Sec. 10 included in Reclamation Contract Oregon 03438, for which patent has not yet issued.

Signed at Portland, Oregon this 5th day of June 1959.

Virgil O Seiser
Manager

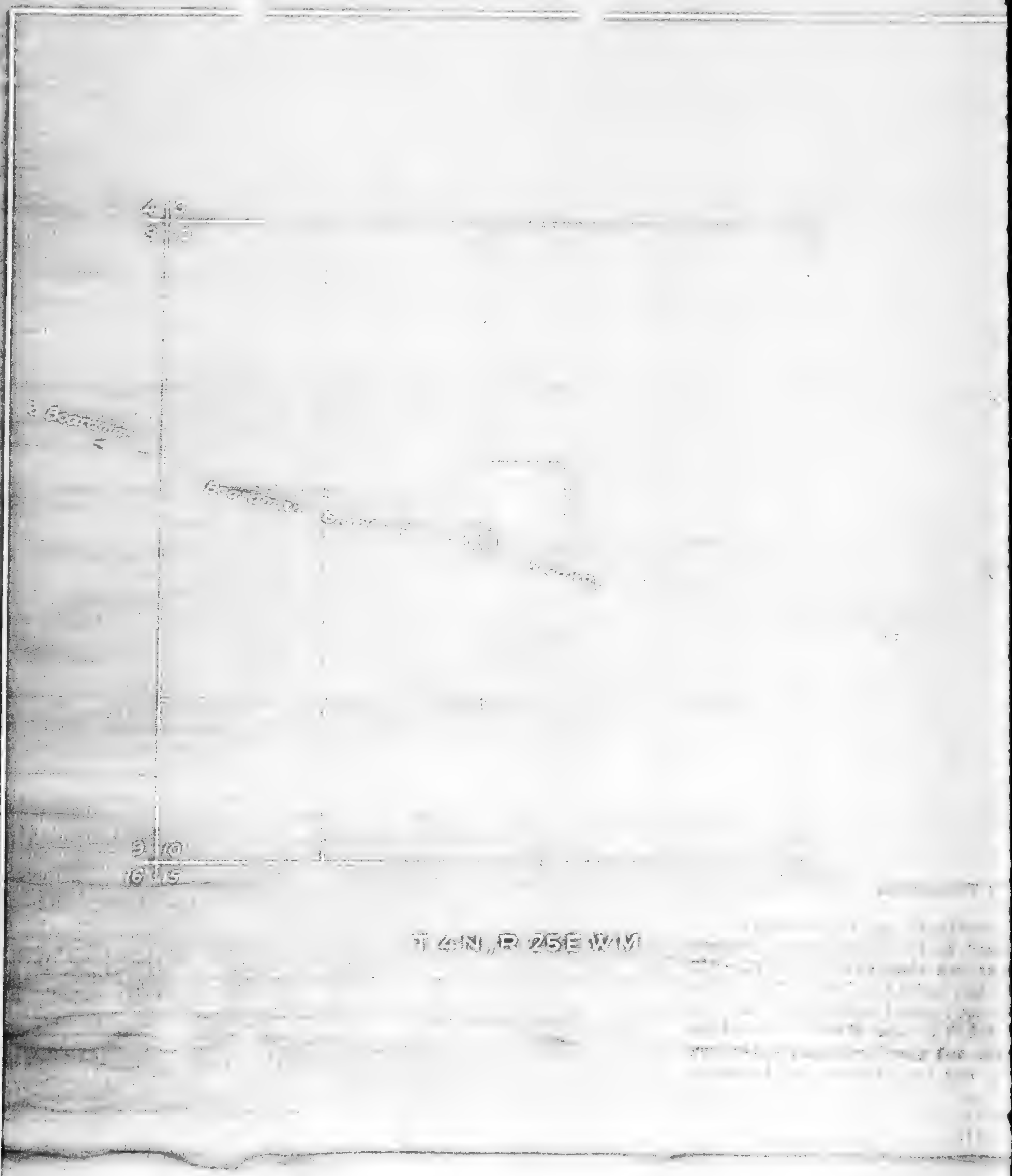

4 N., R. 25 E., W.M.
To Umatilla
1311.0
3
2
Found
2622.0
10
11
Q-119
Approved
12-15-27
1325.2
NW¼ NE¼
N
2559.70
L 3
S.
SW¼ NE¼
1325.1
1329.85
Q-847
#031809
Approved
5-8-42
SW SW NE
L 4
10
2654.8
CR/W
S 76°32' E.
To Pendleton

File No 28921

OREGON STATE HIGHWAY DEPARTMENT	
From	U.S. Government
For	Material Source
Highway	Old Oregon Trail
County	Morrow
Scale 1" = 400'	**Date** Oct. 1958

RECEIVED
BUREAU OF LAND MANAGEMENT
OCT 27 1958
LAND OFFICE
PORTLAND, OREGON

DRG. NO. 1R-5-1209


4
9
9
10
16
15
T 4 N, R 25 E W.M.

IR-2-1257

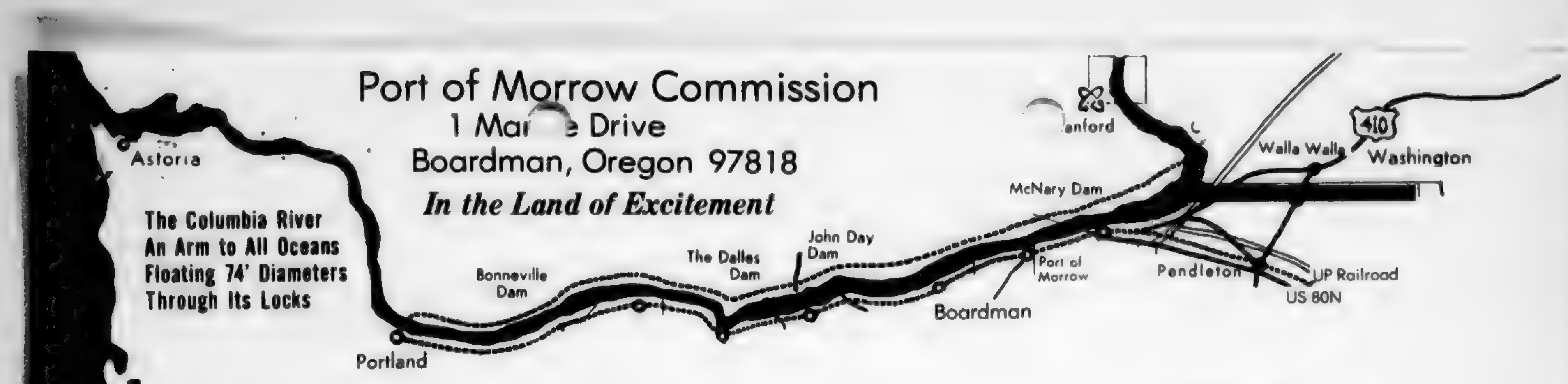
D-[illegible]

[illegible]

[illegible] 2098

[illegible]

OREGON STATE HIGHWAY DEPARTMENT	
From	U.S. Government
For	Source of Maint. Materials
Highway	Boardman - Stanfield
County	Morrow
Scale	Date Jan., 1942


Astoria
The Columbia River
An Arm to All Oceans
Floating 74' Diameters
Through Its Locks
Portland
Bonneville Dam
The Dalles Dam
John Day Dam
Boardman
Port of Morrow
McNary Dam
anford
Pendleton
Walla Walla
410
Washington
UP Railroad
US 80N
Oregon Beaches

Port of Morrow Commission
1 Mar e Drive
Boardman, Oregon 97818
In the Land of Excitement

March 26, 1976

Mr. George Baldwin, Administrator
Oregon Department of Transportation
Highway Division
Highway Building
Salem, Oregon 97310

Dear George:

We have asked your people to release a questionable material site, OR-06526, on Port lands, obtained from the Corps of Engineers in 1967.

We are enclosing opinions of our attorney. We have shown Mr. Oswald and Mr. Moore state owned gravel in the Columbia adjoing Port lands.

We have a use and sale for the property for $79,000.00 for Food Processing Park purposes.

The Port and its clients would be very pleased with an immediate release of the un-recorded claim in our deed.

Cordially,

Rupert Kennedy

Rupert Kennedy
Coordinator

cc: Jayo Farms
Herman Winter, attorney

RECEIVED
STATE HWY ENGR
MAR 29 '76
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
MAR 29 1976
OFFICE
DIRECTOR of TRANSPORTATION

ESH
R/W for DMB

GARLAND SWANSON President · **OSCAR PETERSON** Vice President · **DEWEY W. WEST, JR.** Secretary · **LAWRENCE LINDSAY** Treasurer · **LeROY GARDNER** Commissioner · **RUPERT W. KENNEDY** Coordinator

HERMAN W. WINTER

Attorneys-at-Law

DENNIS D. DOHERTY

TELEPHONE 676-9456 or 676-9470
P. O. BOX 582
HEPPNER, OREGON 97836

March 24, 1976

Mr. George Baldwin,
State Highway Department,
Oregon Department of Transportation,
Salem, Oregon 97310

Re: Port of Morrow Food Processing Park,
Section 10, Township 4 North, Range
25 E.W.M., Morrow County, Oregon

Dear Mr. Baldwin:

The Port of Morrow asked my opinion regarding the marketability of certain lands in Section 10, Township 4 North, Range 25 EWM, which are now contained within the Port of Morrow's Food Processing Park.

This request was based upon the questions raised by the Quit Claim Deed issued between the United States of America and the Port of Morrow, dated October 18, 1967 and recorded in Morrow County Microfilm records No.229.

It is my further understanding that these lands have been platted and the property in question now is known as Lots 1 and 2 in Block 5 of the Port of Morrow's Food Processing Park.

I fail to find any reservations by the United States Government for gravel deposits on these lands. There was a reservation following No.4 which was assignable until December 31, 1973,"to clear, borrow, excavate, and remove gravel, rock, soil and other similar materials from the following described lands." The Deed then went on to describe lands in Section 10.

Since I find no specific reference to any reservations in that Deed, could your Department kindly furnish me with a copy of the instrument granting the State of Oregon the right to remove gravel from that portion of Section 10, which is now located within the Food Processing Park.

I believe you are aware of the fact that the Port of Morrow has a sale for a potential industry located upon the lands in question, which may or may not be consummated depending the determination of the claim by the State Highway Department that they have the right to remove the gravel.

Your cooperation in this matter would be greatly appreciated.

Sincerely,

Herman W. Winter

Herman W. Winter

c.c. Mr. Rupert Kennedy, Port Coordinator,
Boardman, Oregon 97818

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

March 18, 1976

Mr. Rupert Kennedy, Coordinator
Port of Morrow Commission
1 Marine Drive
Boardman, Oregon 97818

Dear Mr. Kennedy:

Your March 12 letter to District Engineer Harry Oswald has been forwarded to this office for consideration and reply.

The Oregon Department of Transportation has been and remains very interested in the efforts of the Port of Morrow and the development of the Port's Food Processing Park. We wish to cooperate with your efforts in this matter as evidenced by our past relinquishment of mineral rights on other aggregate material sources within the Processing Park.

We now find ourselves without any other source of suitable aggregates within a reasonable distance and must decline relinquishment of this natural resource until an alternate can be found. With the dwindling supply of aggregate, we must recognize that aggregate is a valuable resource and be concerned with our immediate needs and our needs in the future years.

As in the past, we remain willing to investigate practical alternate sites for quantity as well as suitability, and we are looking forward to a resolution of this matter so that an orderly expansion of the Food Processing Park can be effected.

Yours very truly,

W. E. Schwartz
Regional Engineer

By

R. D. Hector
Regional Maintenance Engineer

3-19-76
Harvey Wacker - Attorney
Please research method
of release of above
Material Site

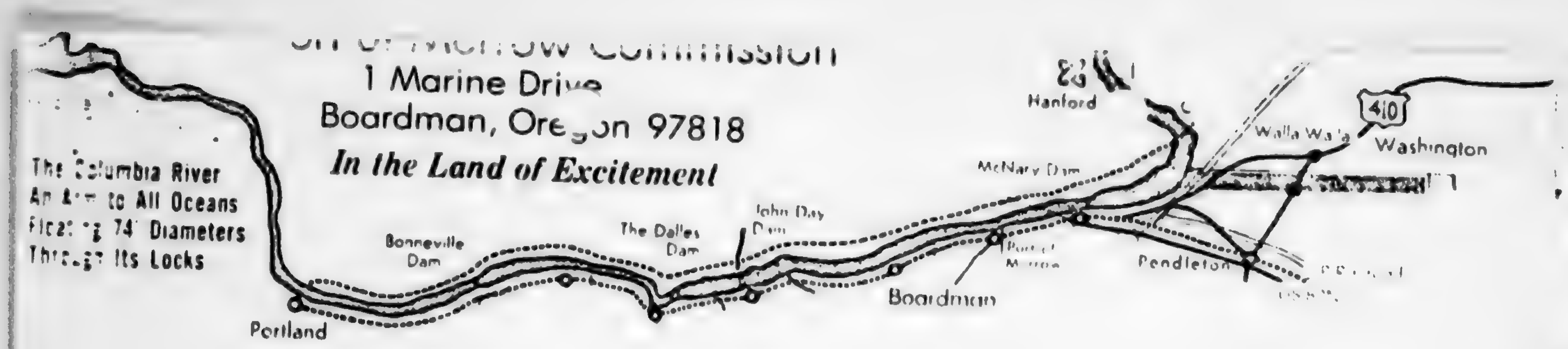
Copy. Hayes.

RUPERT KENNEDY
COORDINATOR — PORT OF MORROW
1 MARINE DRIVE 481-2695
BOARDMAN, OR 97818

RDH:sh

cc H. S. Coulter w/attach
H. W. Oswald
V. Moore

Form 81-734-3122


Portland
Bonneville Dam
The Dalles Dam
John Day Dam
Boardman
McNary Dam
Hanford
Walla Walla
Washington
Pendleton
410

1 Marine Drive
Boardman, Oregon 97818
In the Land of Excitement

The Columbia River
An Arm to All Oceans
Floating 74' Diameters
Through Its Locks

March 12, 1976

Mr. Harry Oswald, District Engineer
Oregon Highway Division
P.O. Box 459
Pendleton, Oregon 97801

Dear Mr. Oswald:

The Port Commission has agreed to sell lots 1 and 2, the land on which you had a material site from the B.L.M. in the NW¼ of the SW¼ of Section 10 in the Port's Food Processing Park.

We would be pleased if you would act with haste on this removal as Tom Jayo Farms wishes to level the site and immediately construct one of four potato storages and a fresh pack plant.

Cordially,

Rupert Kennedy

Rupert Kennedy
Coordinator

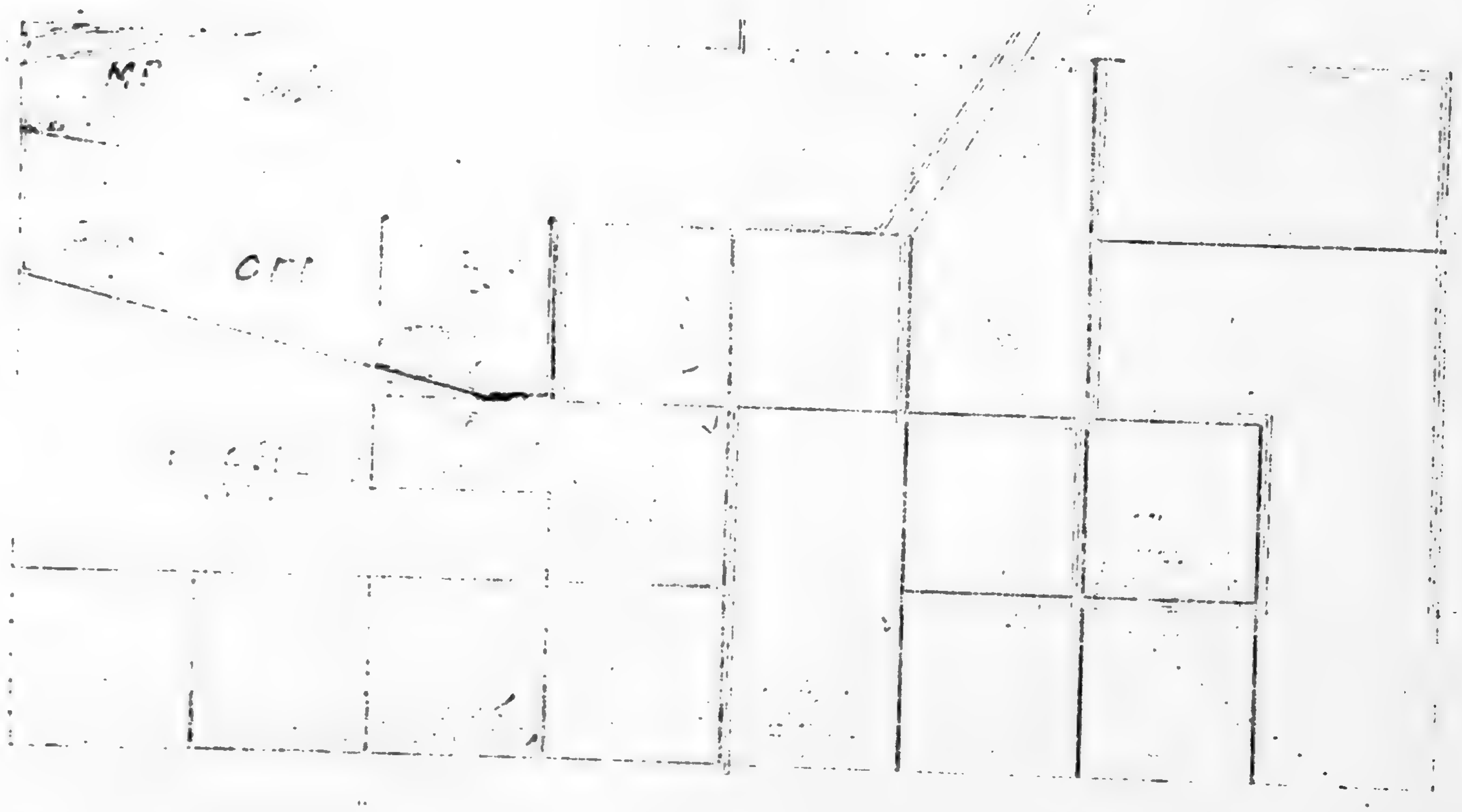
P.S. They want to use the contractor now on site.

D SWANSON sident
OSCAR PETERSON Vice President
DEWEY W. WEST, JR. Secretary
LAWRENCE LINDSAY Treasurer
LeROY GARDNER Commissioner
RUPERT W. KENNEDY Coordinator

TOWNSHIP 4 NORTH RANGE 25 EAST OF THE WILLAMETTE MERIDIAN, OREGON

STATUS OF [illegible]
[illegible]

MTP
SUPPL Sec 10,11



March 5, 1976

Mr. Rupert Kennedy, Coordinator
Port of Morrow Commission
#1 Marine Drive
Boardman, Oregon 97818

Letter of Intent

Dear Mr. Kennedy:

Subject to Commission approval, I wish to purchase Lot 7, Block 3 and Lots 1 and 2, Block 5 located in the Port of Morrow Food Processing Park Plat (Section 10, T.4N., R. 25 E.W.M.) for food processing purposes.

It is understood that the Port of Morrow is seeking to remove the State of Oregon's sub-surface gravel permit which exists on Lots 1 and 2 in Block 5 within the next thirty days.

The terms of this purchase are proposed as follows, subject to Port of Morrow's final approval:

Lot 7 - Blk 3	8.00 Ac @ $2,500.00/acre	$20,000.00
Lot 1 - Blk 5	11.55 Ac @ $2,500.00/acre	$28,875.00
Lot 2 - Blk 5	12.13 Ac @ $2,500.00/acre	$30,325.00
		$79,200.00
Downpayment required	Release Bldg Sites	$26,400.00

The balance payable in four equal payments of $13,200 beginning 12/1/77 plus interest at ~~8½%.~~ 9.5%

The decision to purchase the above property will be exercised whithin 15 days of the date of this letter.

Sincerely,

Tom Jayo
Jayo Farms, Inc.
Nyssa, Oregon

These people may want Port action on this deal March 11th meeting

R

Port of Morrow Commission
1 Marine Drive
Boardman, Oregon 97818
In the Land of Excitement

**The Columbia River
An Arm to All Oceans
Floating 74' Diameters
Through its Locks.**

April 12, 1975

Mr. Harry Oswald
District Engineer
Oregon Highway Department
104 S. E. 12th
Pendleton, Oregon 97801

Dear Mr. Oswald:

The Port of Morrow has sold Lot 3 - Block 1, and optioned Lots 4 and 5 for one year.

Your department has gravel stored on Lot 3 (Map attached). The Port will not be able to protect your storage henceforth, but the Commission might be willing to purchase the material so you would not have to move it. Should you be interested in a sale, please advise us of inventory and cost.

Also, we have an impending offer on Lots 1 - 2 - 3 of Block 5 on which you hold a prior material removal permit from BLM.

We would be pleased to have the State remove its rights from this Port property and we will be willing to talk about it at your convenience.

Our costs of filling the previous highway material sites are very high.

Sincerely,

Rupert Kennedy

Rupert Kennedy
Coordinator

cc: Sabre Farms, Inc.

LAND SWANSON President | OSCAR PETERSON Vice President | DEWEY W. WEST, JR. Secretary | LAWRENCE LINDSAY Treasurer | LeROY GARDNER Commissioner | RUPERT W. KENNEDY Coordinator

006651

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

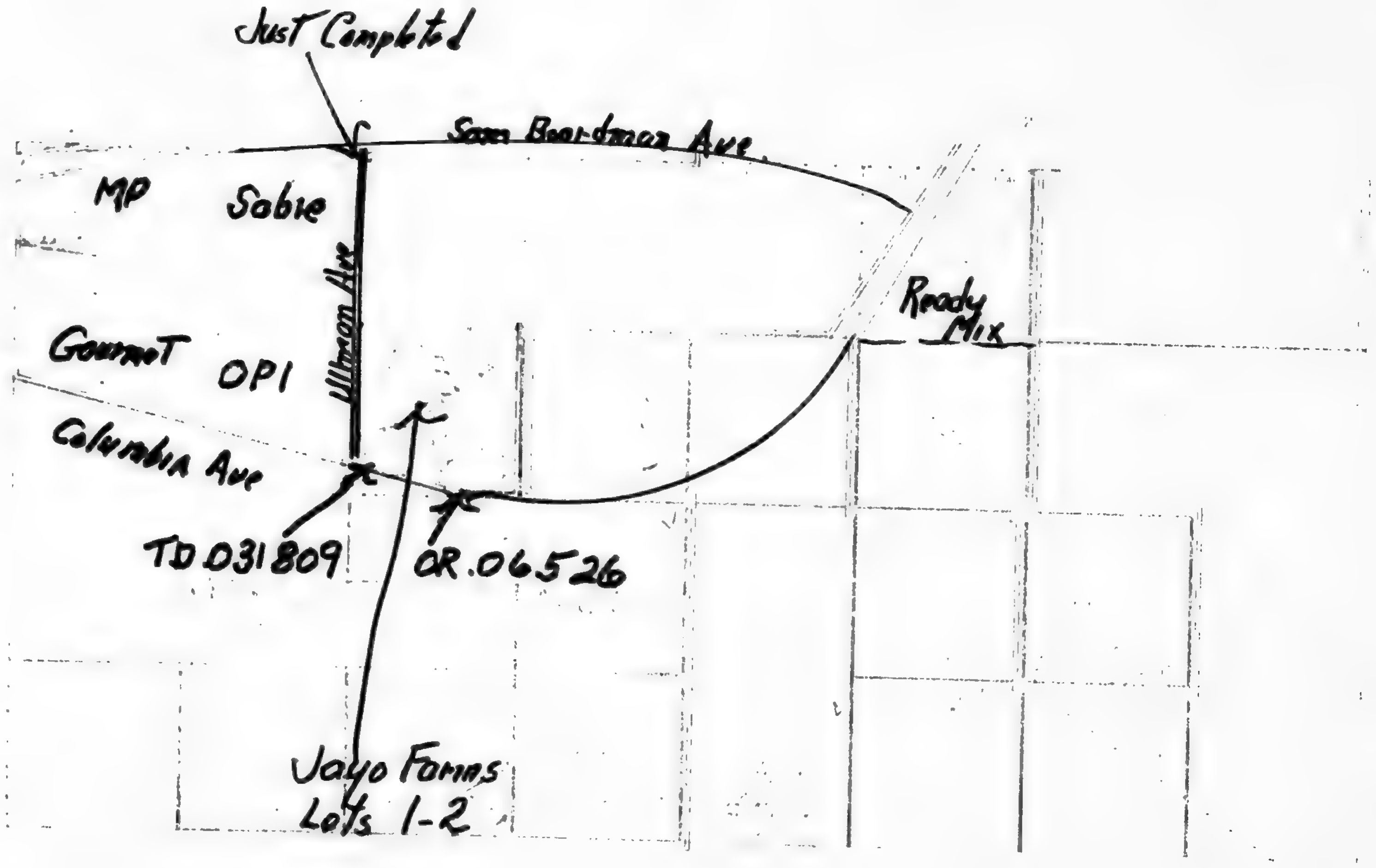
NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

006652

TOWNSHIP 4 NORTH RANGE 25 EAST OF THE WILLAMETTE MERIDIAN, OREGON

STATUS OF PUBLIC DOMAIN
LAND AND MINERAL TITLES

MTP
SUPPL Sec 10,11


Just Completed
Soon Boardman Ave
MP
Sobie
Ullman Ave
Gourmet
OPI
Columbia Ave
Ready Mix
TD 031809
OR.06526
Jayo Farms
Lots 1-2

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

April 12, 1976

Mr. Rupert Kennedy, Coordinator
Port of Morrow Commission
1 Marine Drive
Boardman, Oregon 97818

Dear Rupe:

The matter which you brought to my attention in your letter of March 26 has been studied. You request us in your first paragraph to release a questionable material site on Port lands. The material site was granted to the Oregon State Highway Division in perpetuity to utilize gravel materials for the maintenance and construction of highways. We have sent to your attorney, Mr. Herman Winter, the documentation which validates our position. The Oregon State Highway Division has many such lands granted by action of the Bureau of Land Management and the previous General Land Office throughout the state. Our rights to these resources are vital to the continued operation of our highway system.

In 1971 we responded to the request of the Bureau of Land Management and did release portions of the material site which you subsequently purchased. We very carefully determined that we must retain all that portion of Section 10 which lies within what had been the SW¼ of the NE¼, received in two grants from the Bureau of Land Management previously. One, the SW¼, SW¼, NE¼ in 1942 and the remainder in 1960.

Our Region Engineer, Mr. W. E. Schwartz and his staff have worked with you to review exchange sites which you have brought to his attention. These sites have not met the needs of the Highway Division. Sources which are in the bed of rivers and having the problems of environmental concerns would be questionable from our position. You know the difficulty of finding suitable gravels and we must protect those sources that are in such short supply today. We have no sources owned by the Highway Division within a 25-mile radius and the cost of hauling must be included in any of our deliberations.

We estimate the minimum current value of the resource to be $100,000. As sources become more impacted and scarce, this value will rise rapidly. To illustrate the problem, we can remove the 250,000 cubic yards of high quality gravel from the site in question. To remove 250,000 cubic yards from lands controlled by the State Land Board would require the expenditure of $65,000 in royalties, not including the evaluation of the difficulty in removing the gravel from streams and the extra handling costs which are inherent in these operations.

The Department of Transportation remains willing to consider sites which will meet our needs. Mr. Schwartz is available to meet with you and recommend any solution which is mutually acceptable.

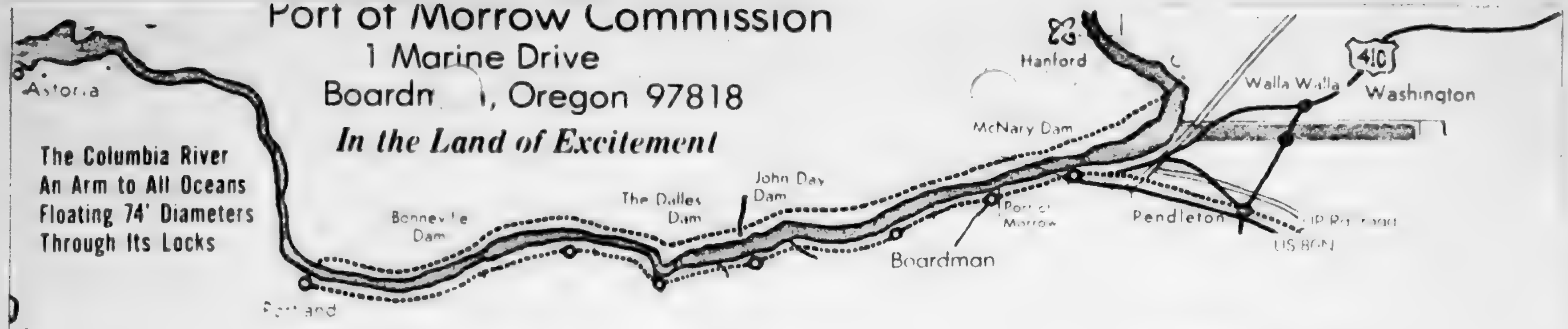
Very truly yours,

George

George M. Baldwin
Director, Department of Transportation

JBB:lb;jk

Port of Morrow Commission
1 Marine Drive
Boardman, Oregon 97818
In the Land of Excitement


The Columbia River
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Floating 74' Diameters
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Astoria
Portland
Bonneville Dam
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John Day Dam
Boardman
Port of Morrow
McNary Dam
Hanford
Pendleton
Walla Walla
Washington
410
US 80N

March 26, 1976

Mr. George Baldwin, Administrator
Oregon Department of Transportation
Highway Division
Highway Building
Salem, Oregon 97310

Dear George:

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We are enclosing opinions of our attorney. We have shown Mr. Oswald and Mr. Moore state owned gravel in the Columbia adjoining Port lands.

We have a use and sale for the property for $79,000.00 for Food Processing Park purposes.

The Port and its clients would be very pleased with an immediate release of the un-recorded claim in our deed.

Cordially,

Rupert Kennedy

Rupert Kennedy
Coordinator

cc: Jayo Farms
Herman Winter, attorney

RLAND SWANSON President | OSCAR PETERSON Vice President | DEWEY W. WEST, JR. Secretary | LAWRENCE LINDSAY Treasurer | LeROY GARDNER Commissioner | RUPERT W. KENNEDY Coordinator

HERMAN W. WINTER

Attorneys-at-Law

DENNIS D. DOHERTY

TELEPHONE 676-9456 or 676-9470
P. O. BOX 582
HEPPNER, OREGON 97836

March 24, 1976

Mr. George Baldwin,
State Highway Department,
Oregon Department of Transportation,
Salem, Oregon 97310

Re: Port of Morrow Food Processing Park,
Section 10, Township 4 North, Range
25 E.W.M., Morrow County, Oregon

Dear Mr. Baldwin:

The Port of Morrow asked my opinion regarding the marketability of certain lands in Section 10, Township 4 North, Range 25 EWM, which are now contained within the Port of Morrow's Food Processing Park.

This request was based upon the questions raised by the Quit Claim Deed issued between the United States of America and the Port of Morrow, dated October 18, 1967 and recorded in Morrow County Microfilm records No.229.

It is my further understanding that these lands have been platted and the property in question now is known as Lots 1 and 2 in Block 5 of the Port of Morrow's Food Processing Park.

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Your cooperation in this matter would be greatly appreciated.

Sincerely,

Herman W. Winter

c.c. Mr. Rupert Kennedy, Port Coordinator,
Boardman, Oregon 97818

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

OBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 18, 1976

Mr. Rupert Kennedy, Coordinator
Port of Morrow Commission
1 Marine Drive
Boardman, Oregon 97818

Dear Mr. Kennedy:

Your March 12 letter to District Engineer Harry Oswald has been forwarded to this office for consideration and reply.

The Oregon Department of Transportation has been and remains very interested in the efforts of the Port of Morrow and the development of the Port's Food Processing Park. We wish to cooperate with your efforts in this matter as evidenced by our past relinquishment of mineral rights on other aggregate material sources within the Processing Park.

We now find ourselves without any other source of suitable aggregates within a reasonable distance and must decline relinquishment of this natural resource until an alternate can be found. With the dwindling supply of aggregate, we must recognize that aggregate is a valuable resource and be concerned with our immediate needs and our needs in the future years.

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Yours very truly,

W. E. Schwartz
Regional Engineer

By

R. D. Hector
Regional Maintenance Engineer

3-19-76
Harvey Winter - Attorney
Please research method
of release of above
Material Site

Copy: Hugo.

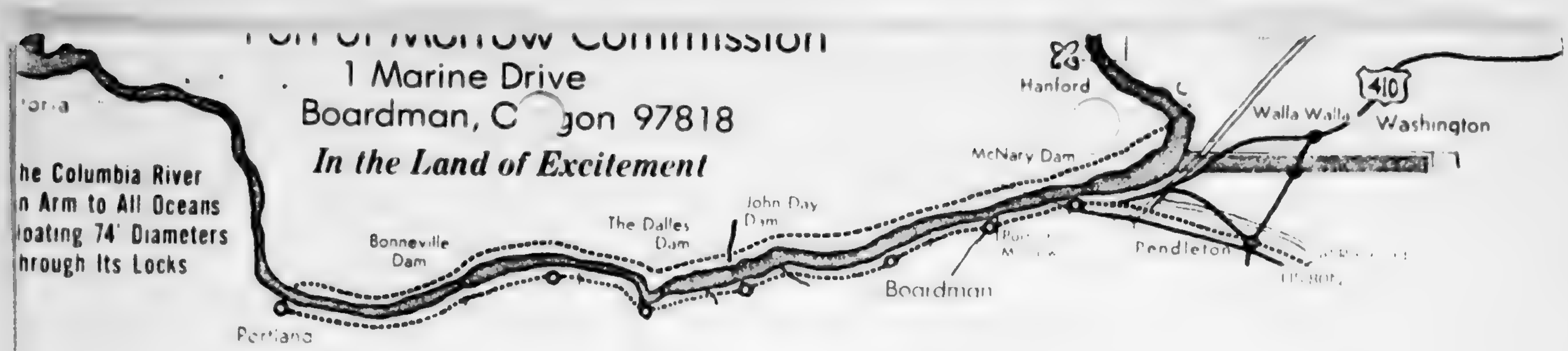
RUPERT KENNEDY
COORDINATOR — PORT OF MORROW
1 MARINE DRIVE 481-2695
BOARDMAN, OR 97818

RDH:sh

cc H. S. Coulter w/attach
H. W. Oswald
V. Moore

81-734-3122

Port of Morrow Commission
1 Marine Drive
Boardman, Oregon 97818
In the Land of Excitement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Pendleton

March 12, 1976

Mr. Harry Oswald, District Engineer
Oregon Highway Division
P.O. Box 459
Pendleton, Oregon 97801

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Cordially,

Rupert Kennedy

Rupert Kennedy
Coordinator

P.S. They want to use the contractor now on site.

D SWANSON
ident

OSCAR PETERSON
Vice President

DEWEY W. WEST, JR.
Secretary

LAWRENCE LINDSAY
Treasurer

LeROY GARDNER
Commissioner

RUPERT W. KENNEDY
Coordinator

rch 5, 1976

Mr. Rupert Kennedy, Coordinator
Port of Morrow Commission
#1 Marine Drive
Boardman, Oregon 97818

Letter of Intent

Dear Mr. Kennedy:

Subject to Commission approval, I wish to purchase Lot 7, Block 3 and Lots 1 and 2. Block 5 located in the Port of Morrow Food Processing Park Plat (Section 10, T.4N., R. 25 E.W.M.) for food processing purposes.

It is understood that the Port of Morrow is seeking to remove the State of Oregon's sub-surface gravel permit which exists on Lots 1 and 2 in Block 5 within the next thirty days.

The terms of this purchase are proposed as follows, subject to Port of Morrow's final approval:

Lot 7 - Blk 3	8.00 Ac @ $2,500.00/acre	$20,000.00
Lot 1 - Blk 5	11.55 Ac @ $2,500.00/acre	$28,875.00
Lot 2 - Blk 5	12.13 Ac @ $2,500.00/acre	$30,325.00
		$79,200.00
Downpayment required Release Bldg Sites		$26,400.00

The balance payable in four equal payments of $13,200 beginning 12/1/77 plus interest at ~~8½%.~~ 9.5%

The decision to purchase the above property will be exercised whithin 15 days of the date of this letter.

Sincerely,

Tom Jayo
Jayo Farms, Inc.
Nyssa, Oregon

These people may want Port action on this deal March 11th meeting

R

PORT of MORROW COMMISSION
BOARDMAN, OREGON 97818

October 13, 1972

Mr. Wendell E. Schwartz, Regional Engineer
Oregon State Highway Division
P. O. Box 850
LaGrande, Oregon 97850

Dear Mr. Schwartz:

Our commission is very pleased with your offer to recommend vacation of your material site withdrawal on the SE 1/4 of the NW 1/4 of our Section 10. This will greatly enhance our food processing park development on the Union Pacific Railroad.

We are disappointed that your drilling explorations did not turn up an alternate state site away from immediate development on our lands.

Our recommendation is that you vacate the above parcel, hold your rights in the SW 1/4 of the NE 1/4 until we can find an alternate.

We will probably ask your contractors to remove your required material at other sites where we want excavation such as pumping plant sites or barge dock sites.

Thank you for your consideration.

Sincerely,

Rupert Kennedy
Coordinator

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 6, 1972

File 28921, Oregon 06526
Boardman-Umatilla County
Line Section
Old Oregon Trail Highway

Land Office
Bureau of Land Management
P. O. Box 2965
Portland, Oregon 97208

Attention Mr. Irving W. Anderson

Gentlemen:

We are enclosing a partial release of grant for a material source in Lot 2 (SE¼NW¼) Sec. 10, Township 4 North, Range 25 East, W. M., Morrow County, Oregon.

The Port of Morrow requested that we relinquish our rights to this portion of the material site as said rights conflict with their development plans for the property. To complete our records, will you please inform us if this relinquishment meets with your approval?

Very truly yours,

378-6514

Adele L. Egan
Asst. Right of Way Office Manager

MS:ls
Enc.

cc: Frank Hall
(With copy relinquishment)
W. B. Schwartz
(With copy relinquishment)

Port of Morrow
City Hall
Boardman, Oregon 97818

H.W. Oswald – 276-1241
3/14/72 Phone on ownership of spoils

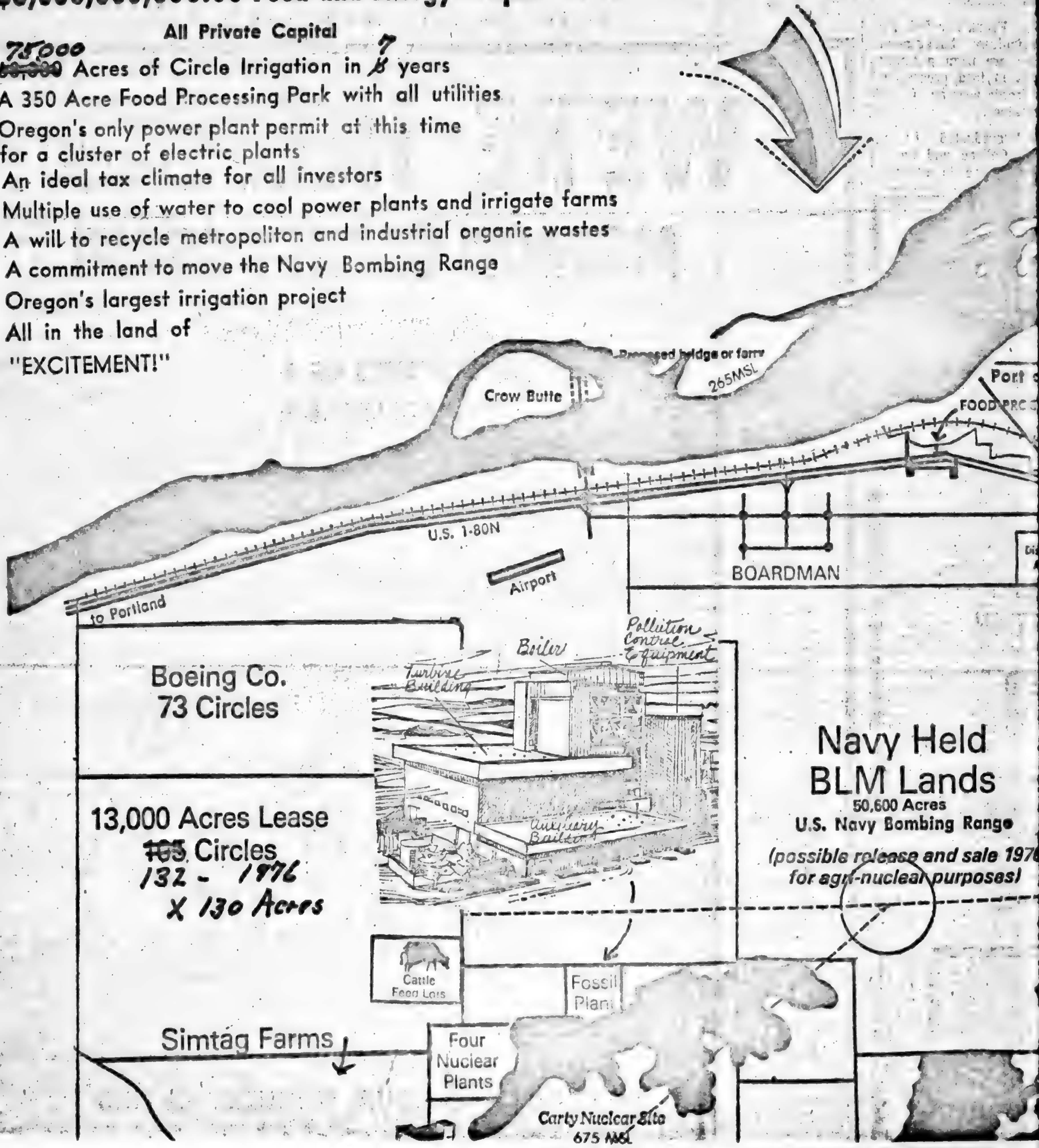
3/13/72. Phoned for release of SE¼ of NW¼

MORROW COUNT

A $3,000,000,000.00 Food and Energy Project

All Private Capital

- 75000 ~~60,000~~ Acres of Circle Irrigation in 7 ~~8~~ years
- A 350 Acre Food Processing Park with all utilities
- Oregon's only power plant permit at this time for a cluster of electric plants
- An ideal tax climate for all investors
- Multiple use of water to cool power plants and irrigate farms
- A will to recycle metropoliton and industrial organic wastes
- A commitment to move the Navy Bombing Range
- Oregon's largest irrigation project
- All in the land of "EXCITEMENT!"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Crow Butte
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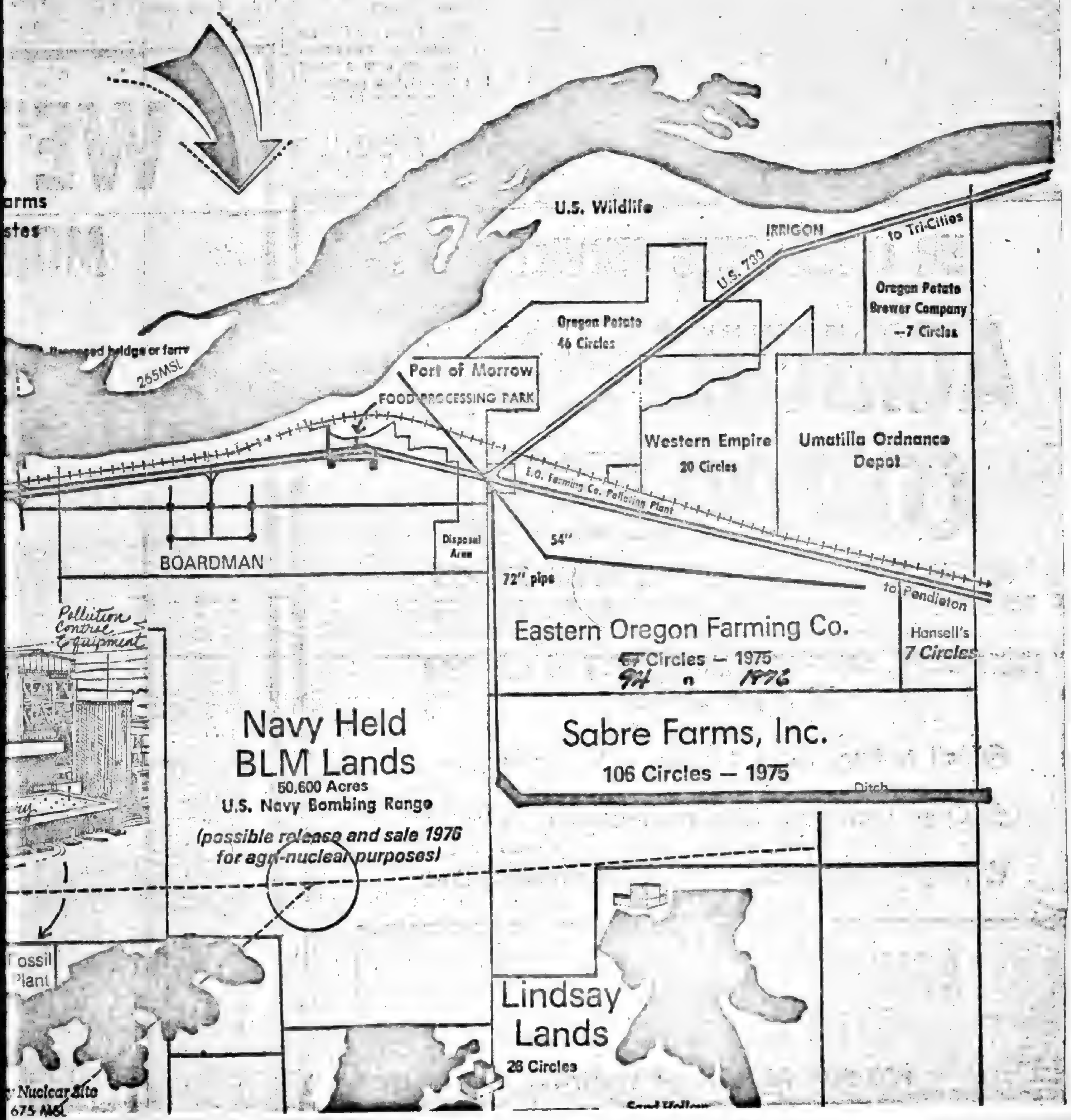
Pollution Control Equipment
Boiler
Turbine Building
Auxiliary Boiler
Navy Held
BLM Lands
50,600 Acres
U.S. Navy Bombing Range
(possible release and sale 197
for agri-nuclear purposes)
Cattle Feed Lots
Fossil Plant
Simtag Farms
Four Nuclear Plants
Carty Nuclear Site
675 MSL

COUNTY

Has what our Country needs most "NOW"

Jobs For Our Young People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Oregon Potato Brewer Company
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Oregon Potato
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Port of Morrow
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Western Empire
20 Circles
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U.S. Navy Bombing Range
(possible release and sale 1976 for agri-nuclear purposes)
Sabre Farms, Inc.
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Ditch
Fossil Plant
Nuclear Site
675 MSL
Lindsay Lands
28 Circles
Sand Hollow

PGE buys Boeing land to build power plants

By JERRY BOONE
Oregon Bureau Manager

BOARDMAN — Portland General Electric has purchased about 4,000 acres of the Boeing Agri-Industrial tract for "in excess of $1 million" as the site for an Eastern Oregon power generating complex.

The land was purchased from the Oregon Department of Veterans Affairs, which has leased the 100,000-acre tract to Boeing for development. Sources say the purchase price is $1.2 million.

Warren Hastings, vice president of PGE, says the purchase will allow development of the tract for both nuclear and coal-fueled plants.

The Portland utility also obtained easements from Boeing and the state for railroad access, roads and a cooling reservoir.

Additional land will have to be purchased from the federal government before the Carty Reservoir site can be developed for nuclear generation — a project now expected to be from 10 to 20 years in the future.

Hastings said one section of land has been set aside for the coal plant development, one for nuclear facility siting and the remainder for ash disposal.

Acquisition of the land is the final step required by the Oregon Energy Facilities Siting Division (EFSD) of the Department of Energy before it authorizes construction.

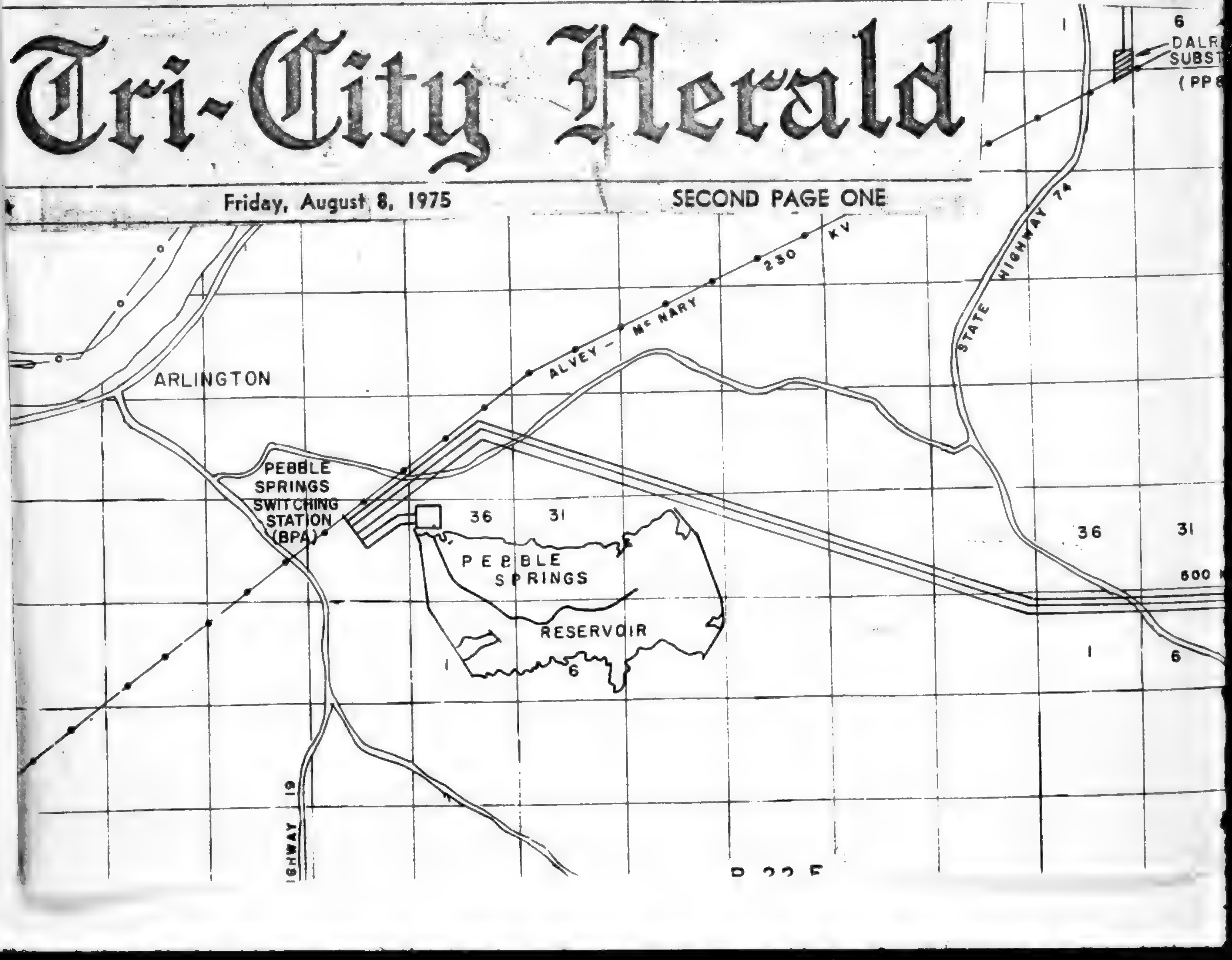
Dr. W. Kelly Woods, administrator of the EFSD, said approval of construction is expected at the division's Sept. 9 meeting in Eugene.

The Energy Facilities Siting Division was created by the 1975 Oregon Legislature and succeeds the Oregon Nuclear and Thermal Energy Council (ONTEC). The new division has broader control over power generation facilities and has been made an arm of the newly-established Oregon Department of Energy.

Construction of the $322 million coal-fired plant is expected to begin with earth moving late this year, the second or third week of January, a PGE spokesman said. Portland General Electric was allowed to do up to $250,000 worth of work at the site, pending approval of construction by the state.

Boeing leased the land from the state in 1963 on a 77-year lease, and invested $1.5 million in a test stand to develop jet engines. When engine development was moved to the southeast, the tract laid idle for eight years and soon became known as "Hatfield's Folly" in reference to the former governor's efforts to develop the tract as a "space age park."

Tri-City Herald
Friday, August 8, 1975 SECOND PAGE ONE



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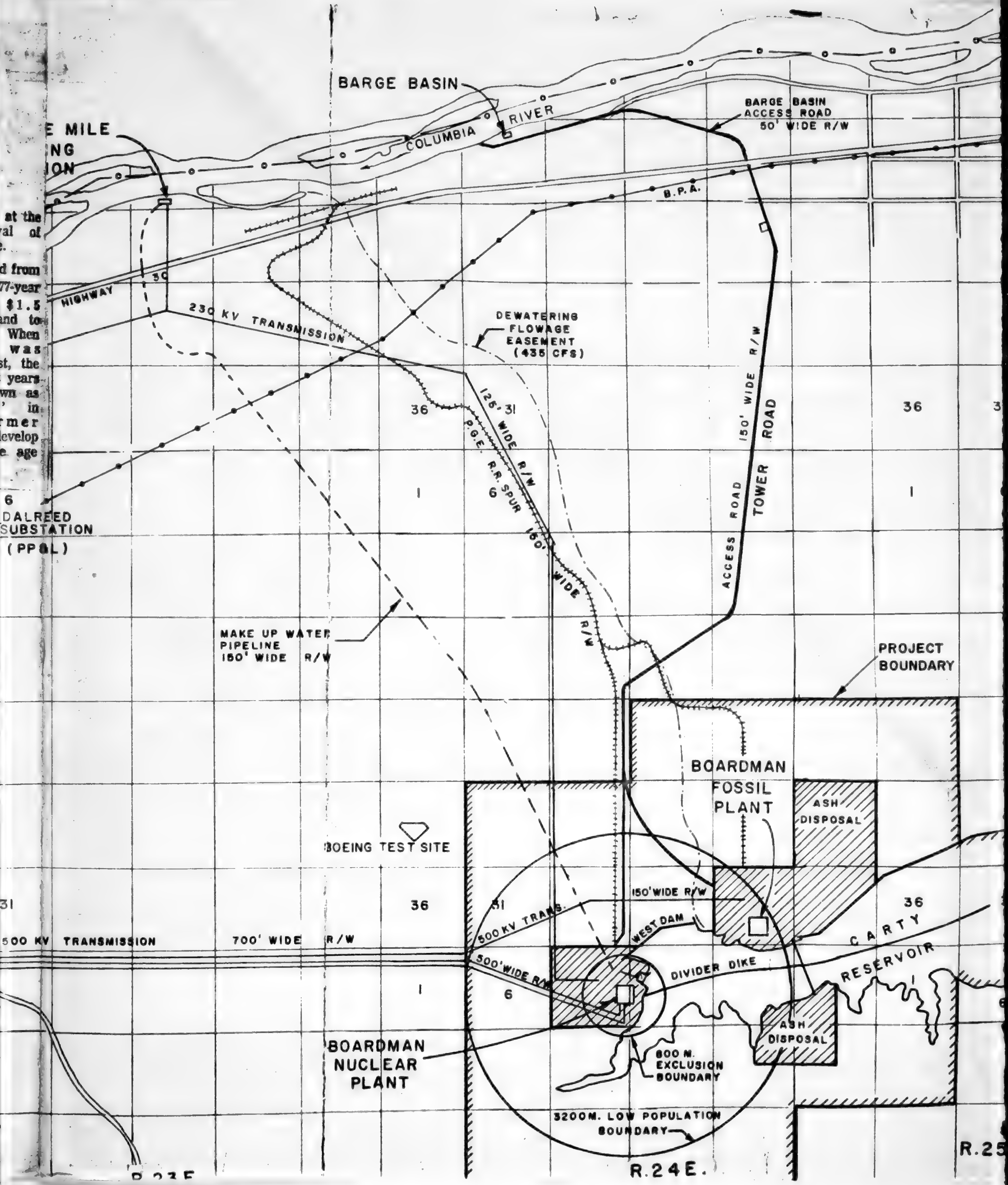
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BARGE BASIN
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(435 CFS)
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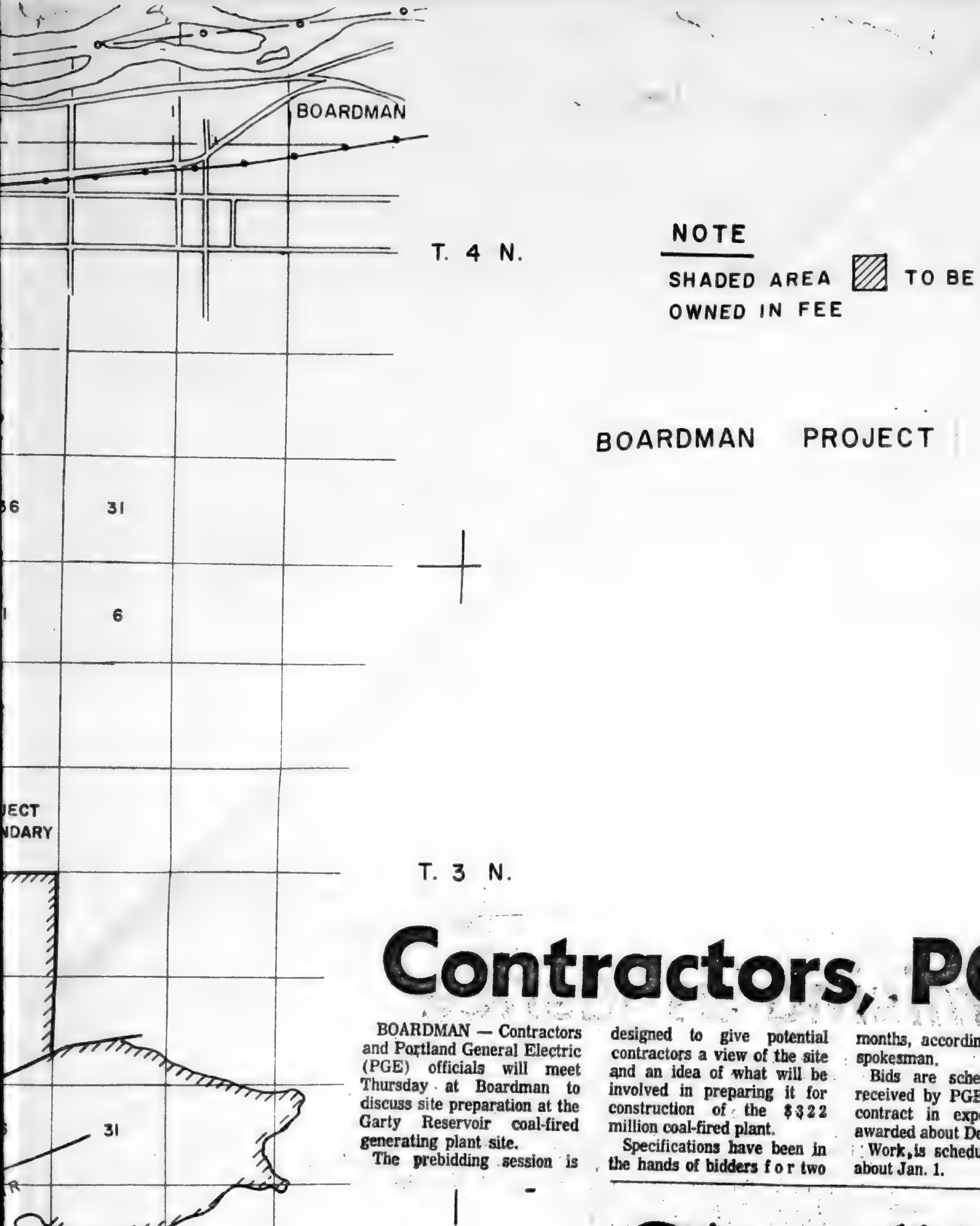

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BOARDMAN — A
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The port and PGE
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Contractors, PGE to m

BOARDMAN — Contractors and Portland General Electric (PGE) officials will meet Thursday at Boardman to discuss site preparation at the Garty Reservoir coal-fired generating plant site.

The prebidding session is designed to give potential contractors a view of the site and an idea of what will be involved in preparing it for construction of the $322 million coal-fired plant.

Specifications have been in the hands of bidders for two months, according to a PGE spokesman.

Bids are scheduled to be received by PGE Nov. 20. A contract in expected to be awarded about Dec. 15.

Work is scheduled to being about Jan. 1.

The contractors, PG
ficials and consultant
expected to be at the
City Inn at about 8:30 a

They will tour the si
return to Boardman for
and a question-and-
session.

Tri-City H

★ WEDNESDAY, NOVEMBER 5, 1975

Tri-City Herald

THURSDAY, JUNE 12, 1975 SECOND PAGE ONE

PGE studies financing plan for coal plant at Carty

BOARDMAN — A decision to help finance construction of the $321-million Portland General Electric coal-fired generating plant at Carty Reservoir could be made today by the Port of Morrow Commission.

The port and PGE has been negotiating for the past six months on the possible use of taxable bonds to be handled by the port to build the plant.

The bonds would be backed by PGE but would be made more attractive by the generally lower interest rate afforded to municipal governments.

The Port of Morrow has already agreed to help finance an estimated $70 million in pollution control equipment needed to meet environmental regulations at the plant.

The pollution bonds would be tax-free while the estimated $250 million in construction bonds would be taxable by Morrow County.

Portland General Electric's board of directors met Wednesday in Portland to discuss finance arrangements for the plant but made no decision. Sources indicated a decision by the Port of Morrow could indicate the PGE board's next action.

Construction on the plant is expected to get under way later this year with its preparations.

The Oregon Nuclear and Thermal Energy Council (ONTEC) declared construction is technically under way at present when it met Tuesday to help PGE avoid having to go through another round of environmental hearings.

The Environmental Protection Agency requires new environmental hearings for any plant not under construction by June 1.

The ONTEC said equipment for the plant has already been ordered and that a coal contract has been signed wit.. AMAC Coal of Wyoming.

The coal will be brought by Walla Walla by Burlington-Northern Railway and then taken to the plant site by Union Pacific.

Sources indicated that if the Port of Morrow agrees to handle financing of the PGE plant is will be the most heavily bonded port district in Oregon, holding bonds near the $350 million mark. The port has issued bonds to finance food processing plants at its site at Boardman.

GE to meet at Carty

ding to a PGE

cheduled to be GE Nov. 20. A xpected to be Dec. 15. eduled to being

The contractors, PGE officials and consultants are expected to be at the Dodge City Inn at about 8:30 a.m.

They will tour the site and return to Boardman for lunch and a question-and-answer session.

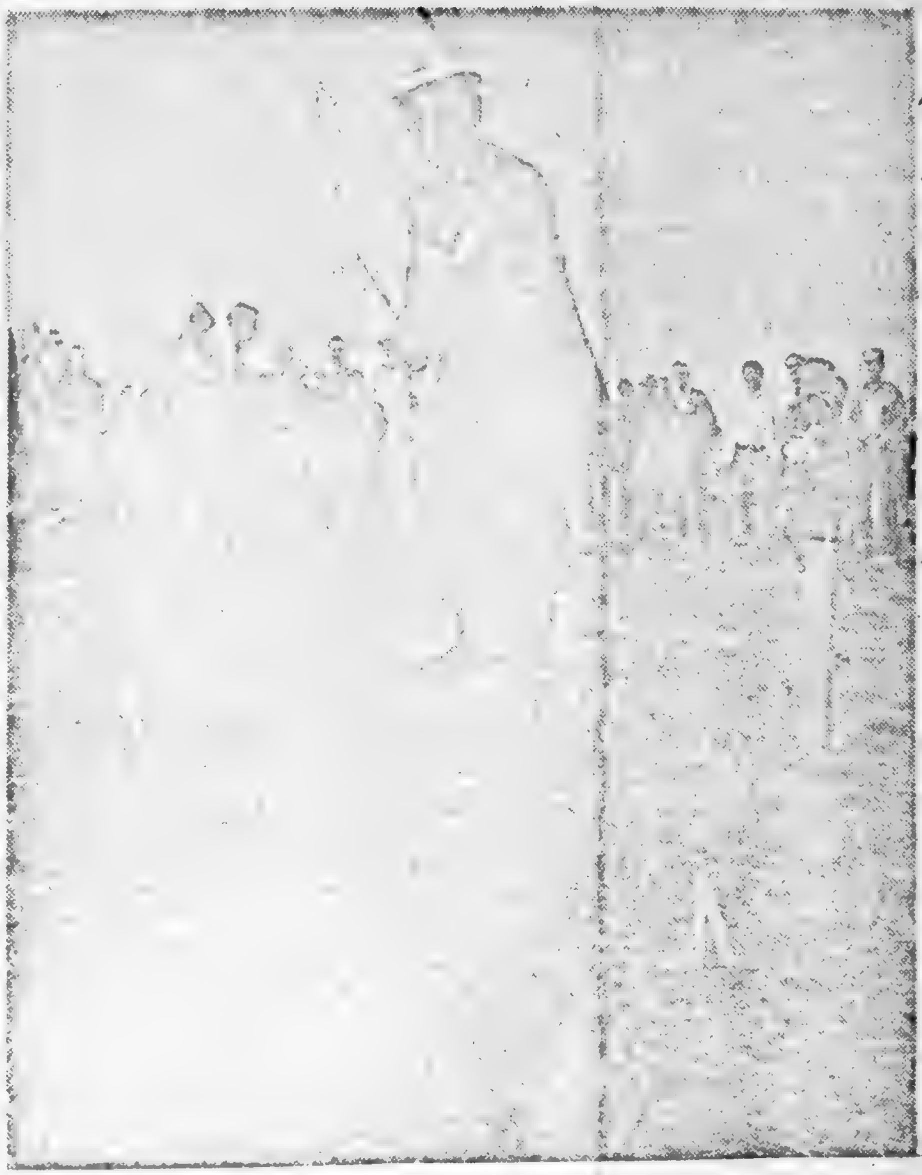
Six contractors prequalified for the site preparation contract are Guy F. Atkinson, San Francisco; Babler Brothers of Portland; Umpqum-Bohemia Inc. of Eugene, a division of Bohemia Lumber; Gibbons & Reed of Portland, Peter Kiewit Co. of Vancouver, Wash.; and Morrison-Knudson Co. of Boise.

About 100 construction [illegible]orkers are expected to be at [illegible] project site by early next [illegible]er.

ity Herald

, NOVEMBER 5, 1975 SECOND PAGE ONE

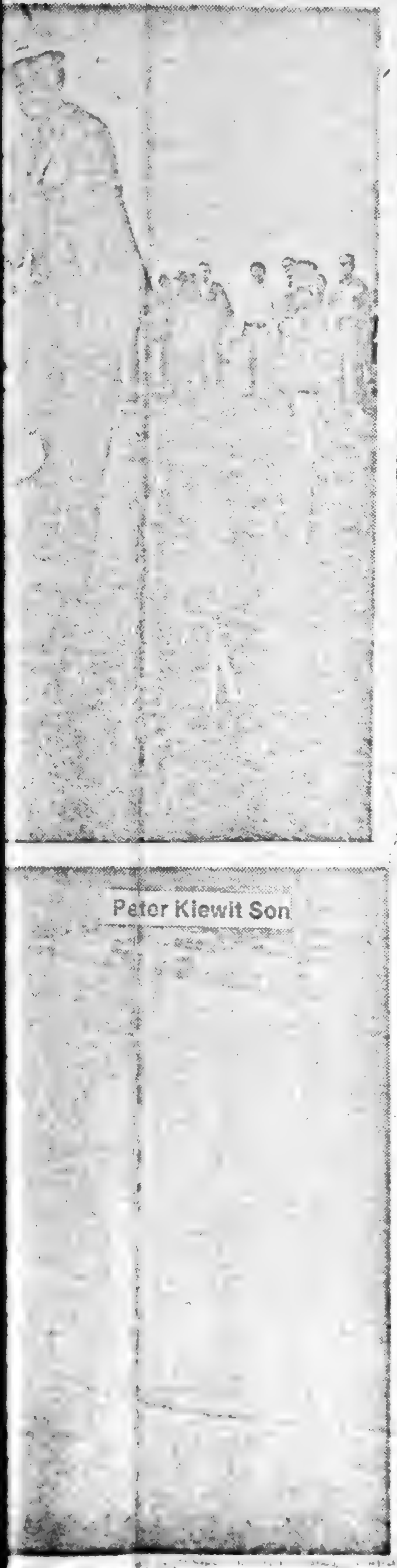
PGE dedicates $500-mil



Work at the Carty coal plant site (aerial photo) was under way Tuesday as the plant was dedicated by PGE officials. The reservoir is used to soak soil before and after it is removed to reduce blowing and compact it. PGE and Bechtel Power Corp. (architect-engineer) offices are at center right. Peter Kiewit Sons have an $18 million contract for site preparation. Above, Port of Morrow coordinator Rupert Kennedy (wearing hard hat) talked with PGE President Frank Warren, left, and Eberly Thompson, a member of the PGE board of directors. At right Warren broke ground for the first power generating plant in Eastern Oregon. (Herald photos by Jerry

Peter Kiewit Son

500-million coal plant



By JERRY BOONE
Oregon Bureau Manager

BOARDMAN — Earthmovers droned in the background and jet fighters sliced through the Eastern Oregon sky Tuesday as Frank Warren, Portland General Electric president, dedicated PGE's $500-million coal-fired plant at Carty Reservoir.

The power company executive told about 150 persons attending the dedication ceremonies that the future of power production and the future of the nation go hand-in-hand.

Warren said the power picture for 1976 and 1977 "looks like we will be able to meet demands" but added that "the picture looks very tight after 1978.

"The situation beyond that time depends upon construction and the ability to build more plants," he said. "If more plants are not allowed to be completed the nation will be facing serious problems."

The executive spoke over the distant drone of earthmoving equipment — on the site for two months as part of the first phase of construction. Jet fighters using the bombing range to the north were a constant reminder of PGE's initial plans to build a nuclear plant at Carty Reservoir — plans that had to be scrapped when the Navy was unable to find another site for its practice bombing flights.

An $18-million contract to build roads and earth dams was awarded earlier this year to Peter Kiewit Sons, and work Tuesday was well under way when the five buses of dignitaries arrived.

The groundbreaking — billed as a "VIP" dedication by PGE — included executives of several companies that will be partners in the first Eastern Oregon power project.

On hand were representatives of Idaho Power Co. and the Pacific Northwest Generating Co. (PNG).

Idaho Power is supplying the boiler for the project in return for a portion of the power produced by the plant. Pacific Northwest Generating is still negotiating with PGE for part of the plant output. PNG is a consolidation of electric cooperatives in Oregon and Washington headed by Russ Dorran of Hermiston, director of Umatilla Electric Cooperative.

The plant is being built on about 3,100 acres 13 miles southwest of Boardman: The site includes 1,600 acres of land and about 1,500 acres for a cooling reservoir. A portion of the reservoir has been set aside to provide water for irrigation.

Producing 530,000 kilowatts, the plant output is roughly equal to that of Bonneville Dam on the Columbia River.

Initial plans are to operate the facility at about 50 per cent capacity to augment peak power demands that can not be met with hydroelectric power. Cost of the power is expected to be between four and five cents per kilowatt hours — about twice the cost of nuclear power and 10 times the cost of power from existing hydroelectric plants.

Coal will be delivered in 78-car trains with each car carrying 100 tons. The plant is expected to burn about 300 tons of coal an hour.

Feeding the furnace will require at least three trains in constant motion between the coal mine at Gillette, Wyo., and the Boardman site, a 1,200 mile trip.

The work force during construction is expected to peak at about 800. Permanent work force is anticipated at about 100.

Construction of the plant is expected to take about four years. It is due for completion in 1980.

Additional contracts for the construction are expected to be awarded throughout the summer.

A PGE spokesman said the next contract will be for construction of a railroad bridge over Interstate 80N to give access from the Union Pacific main line.

Tri-City Herald

★ WEDNESDAY, MARCH 31, 1976 SECOND PAGE ONE

East Oregonian
DAILY
Except Sunday

Our 97th Year, No. 111
PENDLETON, OREGON 97801, THURSDAY, FEB. 22, 1973
Price 10c

Who should fill old gravel pit?

By VIRGIL RUPP
Of The East Oregonian

Should Umatilla County fill in an old gravel pit it dug years ago — or should the filling job be the responsibility of the property owner?

That's the sticky question that came to the Umatilla County Court at its public meeting Wednesday in the courthouse.

The property owner, Thomas Williams, Walla Walla, Wash., said the hole existed when he bought the property in 1967.

The property is known as "the old Wellman place" and lies northeast of Umapine.

Williams brought along several residents of the area, including Dean Beauchamp and John Grabner.

They said that so far as known, the previous owners of the property had given the county permission to take gravel from the site without charge. The county left the hole unfilled.

Then came today's wave of increased environmental awareness and pressure on Williams to fill the hole.

"It's not fair to ask him to fill it. The county dug it," said attorney John Grove, Milton-Freewater.

The pit also is used as an overflow basin for irrigation water.

The court made no decision. "We will consider the matter," said County Judge C. E. Lassen.

PGE orders equipment for Boardman plant

PORTLAND, Ore. (AP) — Portland General Electric Co. Wednesday ordered more than $60 million worth of equipment and fuel for its proposed Boardman nuclear power plant in northeastern Oregon.

The company picked Babcock and Wilcox, Mt. Vernon, Ind., from five bidders to supply a nuclear reactor and steam supply equipment for more than $40 million and nuclear fuel for six years of operation for more than $20 million.

Portland General Electric filed notice of its intent to build the plant about a year ago. Its site certificate application, expected Feb. 16, has been delayed until the Oregon Thermal and Nuclear Energy Council determines the safety of the site.

The main safety question concerns Navy practice bombing runs from a range seven miles from the site.

A company official said the site is the only one in the state where a nuclear plant can be built soon enough to meet power needs. He said the company hopes to have the plant running by 1980.

The State of Oregon LeFT The
Port of Morrow "Five" Huge
GraveL Holes.

9629

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Pendleton, Oregon 97801
March 15, 1976

FROM: Harry W. Oswald

SUBJECT: Port of Morrow

TO: W. E. Schwartz

Attached is a request from Rupert Kennedy, Port of Morrow Coordinator, requesting hasty release on our material hold on the NW ¼ of the SW ¼ of Section 10 in the Port's Food Processing Park.

The Port has just agreed to sell 23.68 acres to Tom Jayo for $2,500/acre. I recommend that our material rights be assigned to the Port of Morrow as soon as possible. Mr. Kennedy says that Jayo Farms wants to hire the contractor working in the area to begin leveling the site.

HWO:gk

Encl.

cy V. Moore
kh

☐ RE ☐ RCE ☐ RBE ☐ RME
☑ ROE MAR 18 1976 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Pendleton, Oregon 97801
March 8, 1976

☐ RCE RFE R

FROM: Harry W. Oswald ☒ ROE MAR 8 1976 ☐ SUBJECT:

TO: W. E. Schwartz ☐ RDE RECEIVED REGIONAL OFFICE ☐

Mr. Rupert Kennedy called this office last week and stated that the Port of Morrow's food processing park is expanding and they are currently constructing a North-South road named Ullman Avenue on the west side of our 40 acre gravel reserve. He stated he has a prospective purchaser for the westerly 400 feet of the reserve. He also stated that he wanted to work with this office in getting a release rather than going to Salem. He further stated he had two prospective sites for our consideration which are controlled by the State Land Board because they are under Lake Umatilla.

Vern Moore and I contacted Mr. Kennedy Thursday, March 5, 1976, to determine the location of the two prospective sources.

One site is Northwesterly of Boardman Park where the old highway goes under the lake. The other site is Northeasterly of the Tower Road Interchange. Both sites are under water and would require permits from the State Land Board. Land would have to be obtained for crusher and stockpile sites. Because of the underwater removal, rock costs would be higher.

It appears that Port expansion is going to force us to give up this reserve in the near future. If any value is to be obtained from our interest in the gravel pit, an alternate source has to be found soon while the Port will still be inclined to help us acquire a new site.

HWO:gk

3/9 cy V. Moore

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DIRECTOR'S FILE J

January 23, 1976

Mr. Rupert Kennedy, Coordinator
Port of Morrow
#1 Marine Drive
Boardman, OR 97818

Dear Rupe:

Thank you for the information which you recently submitted regarding the continued growth of the Boardman area. I certainly have to agree with Congressman Ullman's assessment that the Boardman area is a most dynamic area. We continue to watch with great interest the growing agri-business development of the Boardman-Hermiston area. It is truly an amazing story.

Your proposal that we allow ingress to the Boardman industrial park by cutting the fence and allowing an exit to old US 30 cannot be considered as an interim solution to the access problem. This type of solution is totally substandard for an interstate highway facility and would never receive the necessary Federal approval.

It appears that the best solution available to the Port of Morrow is still alternate 2 which was outlined in my letter of April 29, 1974. This would involve construction of a frontage road connection between the Boardman Interchange and Columbia Avenue. This same suggestion was mentioned as recently as my letter of August 7, 1975.

I am sorry that I cannot offer you more encouragement at this time. As stated before, when the park develops to the degree that additional access becomes necessary, there might be sufficient justification to obtain Federal approval for an interchange.

Sincerely,

George M. Baldwin
Director of Transportation

WES:sh jv

bc: F. B. Klaboe
W. E. Schwartz
H. W. Oswald

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DIRECTOR'S FILE

August 7, 1975

Mr. Rupert Kennedy, Coordinator
Port of Morrow Commission
1 Marine Drive
Boardman, Oregon 97818

Dear Rupe:

This is in reply to your July 9 letter concerning a proposal for an interim ingress/egress from I-80N to the Port of Morrow.

Since your proposal involves I-80N, approval would have to be obtained from the Federal Highway Administration which has exhibited a reluctance toward establishing additional access from I-80N to the port area in view of the proximity of the Boardman and Irrigon interchanges. It is doubtful that approval can be obtained for your interim plan since it would establish an additional connection to I-80N.

Furthermore, my April 29, 1974, letter to you, which discusses several alternatives for access to the port area, lists some problems in implementing another interchange on I-80N--these same problems essentially would apply to your interim plan. While your proposal may have merit as an interim solution to your traffic problems, the fact remains that Federal Highway Administration approval is necessary for additional access from I-80N regardless of how it is funded. The possibility of financial assistance from state or federal funding sources has not improved since my April 29, 1974 letter. Even if these obstacles were overcome, it would not be possible to accelerate the necessary administrative steps for an immediate implementation of your proposal.

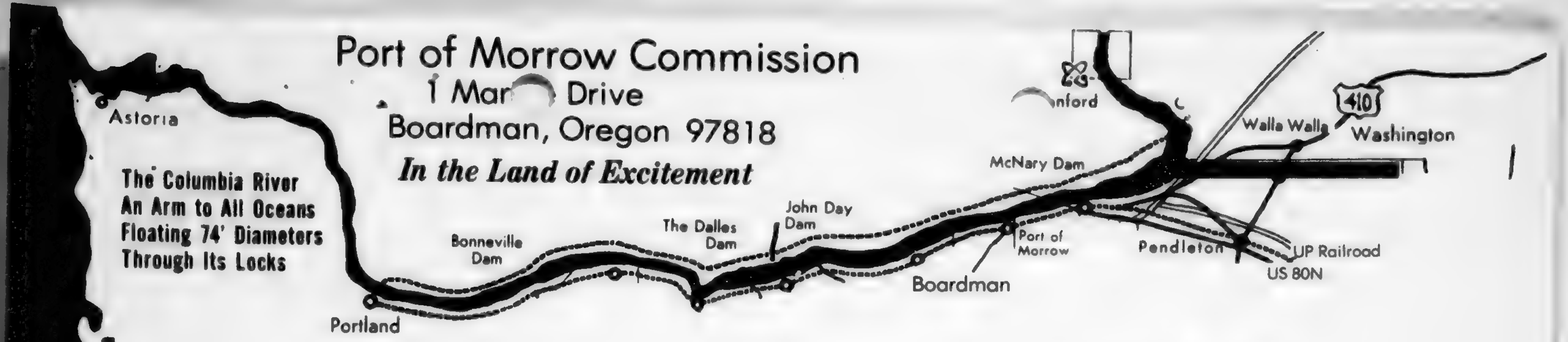
It appears that the immediate solution to the problem of access to the port area is through the utilization and/or expansion of the local road system. Such a concept would not need the approval of the Federal Highway Administration. As I suggested in my earlier letter, improved access can be obtained by implementing Alternate 2 as Phase 1 of an ultimate plan. I still believe this would be best for your immediate need. As pointed out before, when the park develops to the degree that additional access becomes necessary, there might be sufficient justification to obtain Federal approval for the interchange.

Sincerely,

George M. Baldwin
Director of Transportation

WHT:jp mh
bc V. D. Wolfe F. B. Klaboe

Port of Morrow Commission
1 Mar Drive
Boardman, Oregon 97818
In the Land of Excitement


Astoria
The Columbia River
An Arm to All Oceans
Floating 74' Diameters
Through Its Locks
Portland
Bonneville Dam
The Dalles Dam
John Day Dam
Boardman
Port of Morrow
McNary Dam
nford
Walla Walla
410
Washington
Pendleton
UP Railroad
US 80N
Oregon Beaches

July 9, 1975

Mr. George H. Baldwin, Director
Department of Transportation
307 Highway Building
Salem, Oregon 97310

Dear George:

Please examine the suggested interim ingress - egress to the Port's Food Processing Park and Waterfront Sites.

The Boardman rail overpass is inadequate to handle heavy loads and there is a traffic problem upon us now.

Sincerely,

Rupert Kennedy

Rupert Kennedy
Coordinator

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Info	Inves	R/D	Draft	Sign	Act	File
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RECEIVED
JUL 10 1975
OFFICE
DIRECTOR of TRANSPORTATION

GARLAND SWANSON President
OSCAR PETERSON Vice President
DEWEY W. WEST, JR. Secretary
LAWRENCE LINDSAY Treasurer
LeROY GARDNER Commissioner
RUPERT W. KENNEDY Coordinator

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
XXXXXXXXXXX

F. B. KLABOE
Administrator of Highways

May 15, 1975

Mr. Dan Daltoso, Principal
Riverside Junior-Senior High School
P. O. Box 128
Boardman, OR 97818

Dear Mr. Daltoso:

This is in answer to your May 1 letter concerning a possible interchange at the junction of I-80N and the Old Highway 30 east of Boardman.

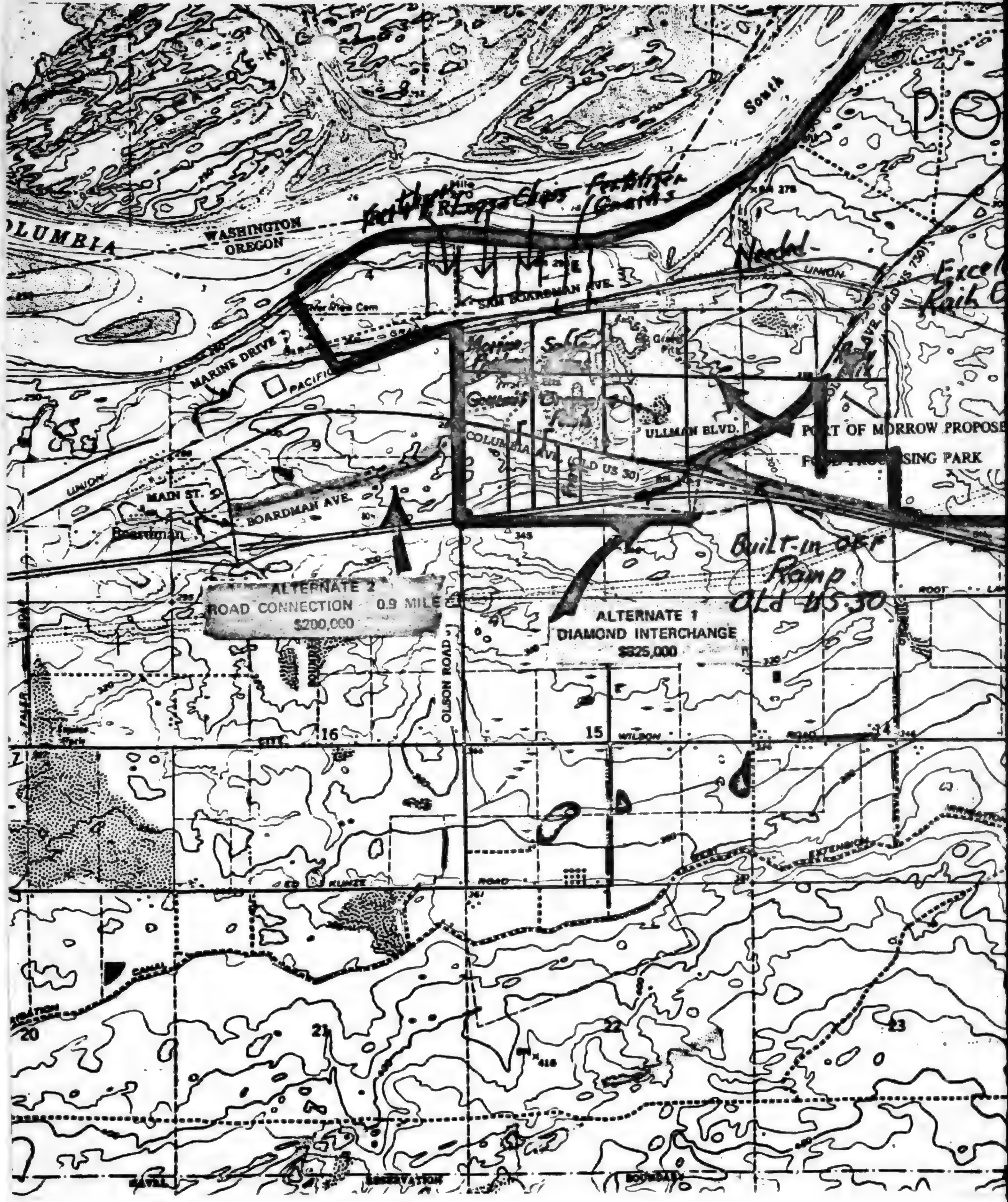
This proposal has been requested in the past by Morrow County. Various requests have been made to the Federal Highway Administration, whose approval must be obtained on these types of projects. Approval was not granted. The Federal Highway Administration suggested that rather than add a new connection to the freeway proper, a better plan would be to develop a frontage road from the Irrigon Junction interchange to the Industrial Park.

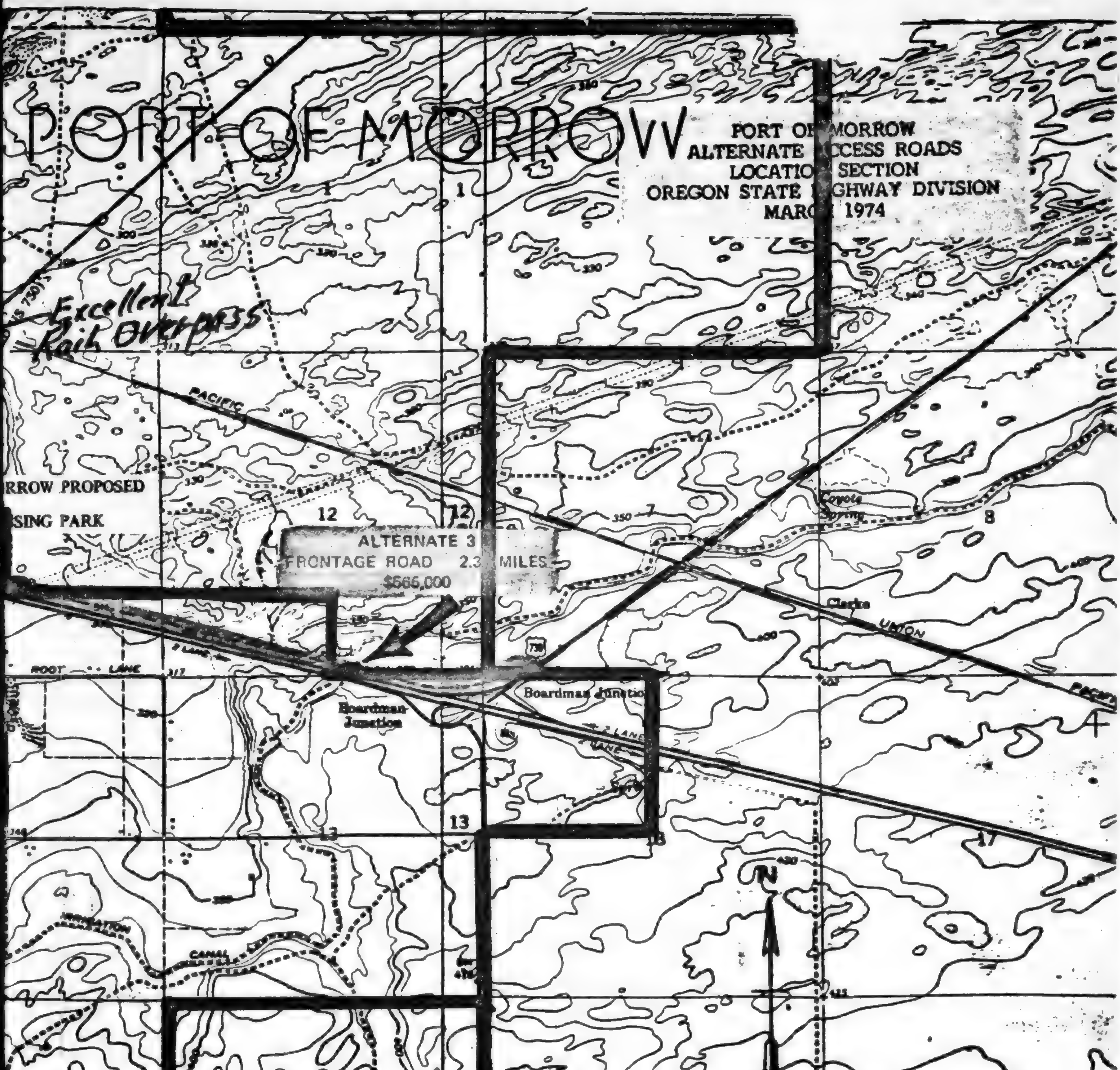
Whatever plan is developed, it is doubtful if the Federal Highway Administration would provide funds even if they were to approve such a design. With the present-day shortage of State funds, it would be extremely difficult for the Highway Division to participate in this project.

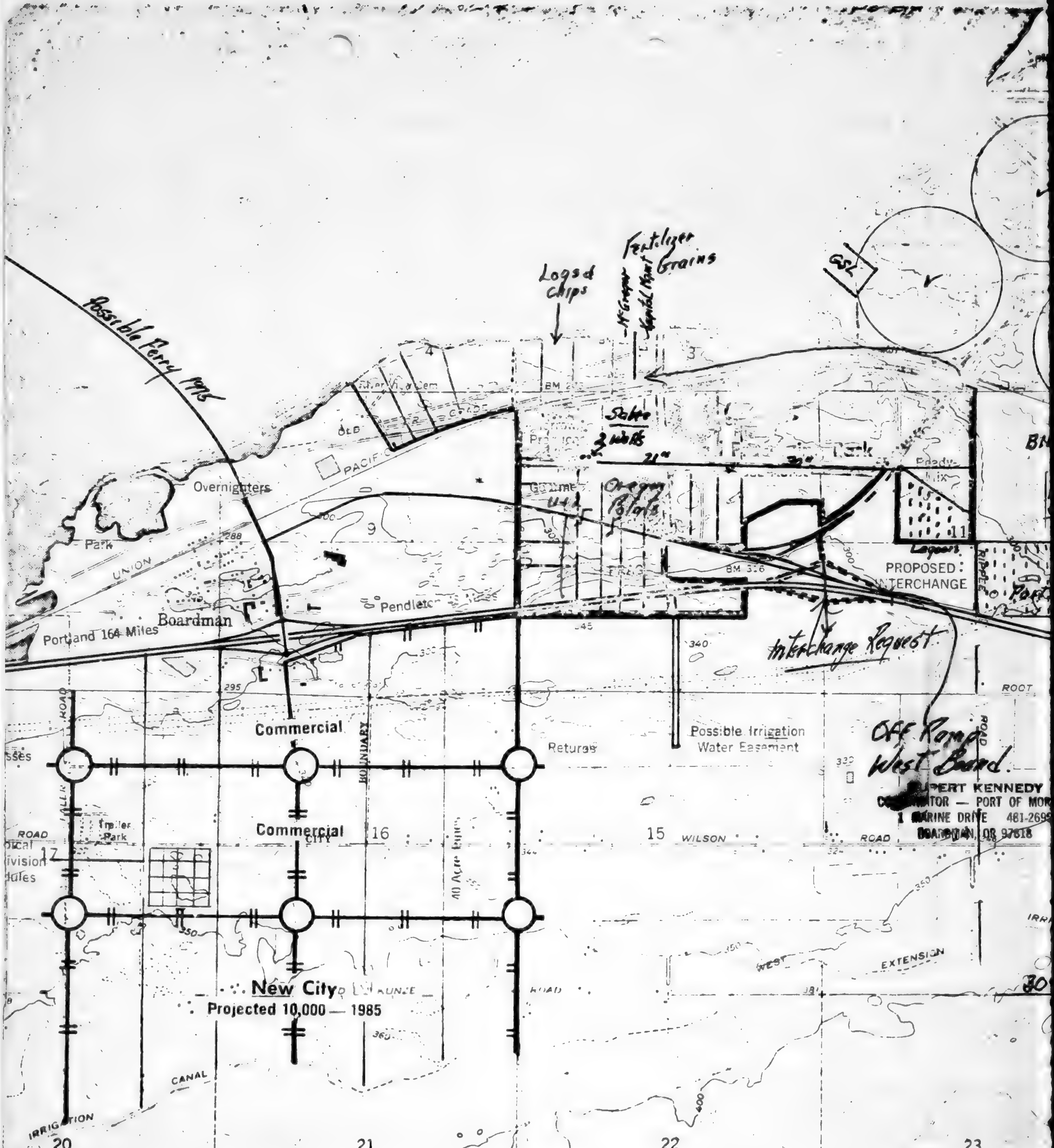
Very truly yours,

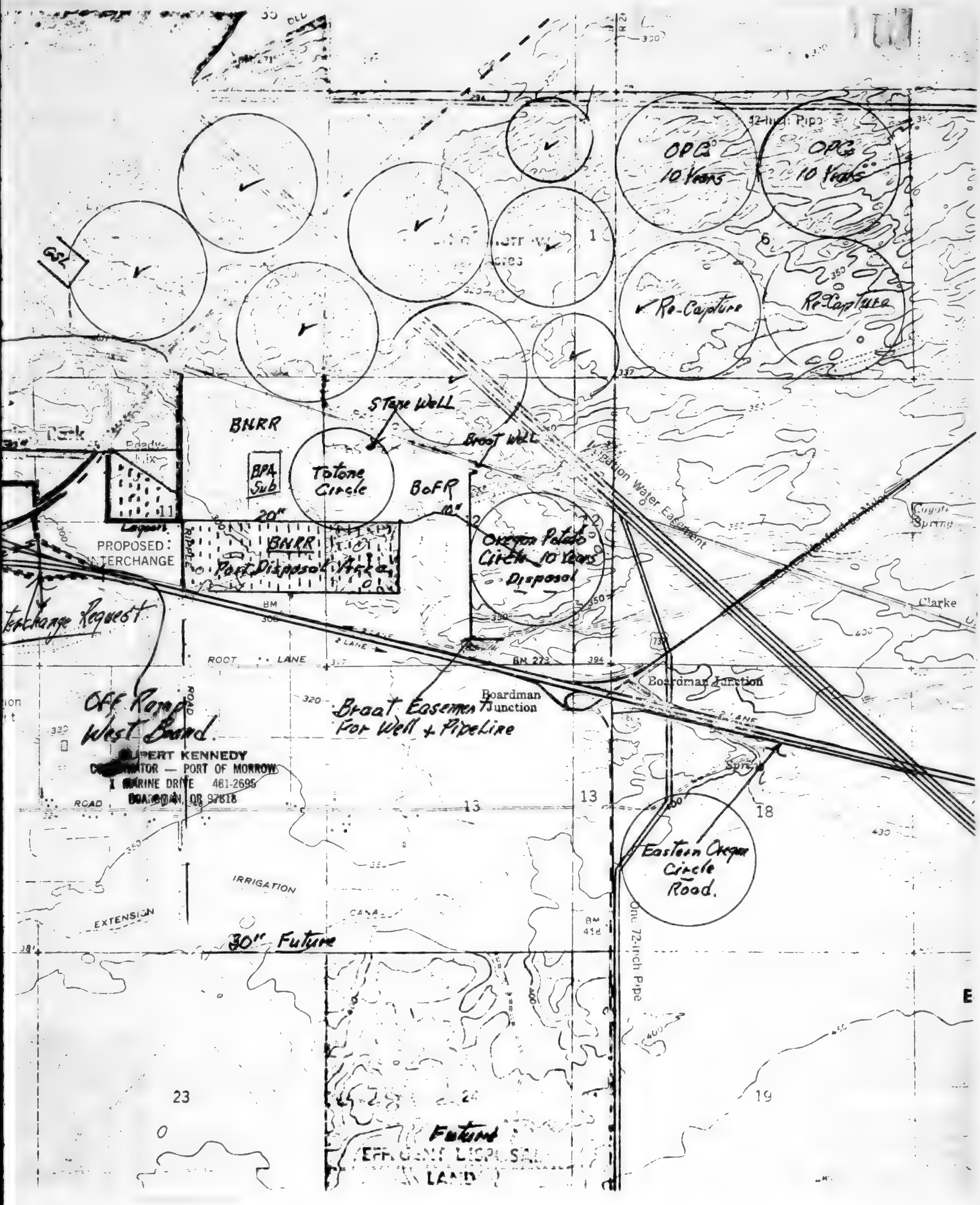
A. E. Johnson
Deputy State Highway Engineer

DIVISION OF THE DEPARTMENT OF TRANSPORTATION

COLUMBIA
WASHINGTON
OREGON
South
Needed-
Excel
Rail
SAM BOARDMAN AVE.
MARINE DRIVE
PACIFIC
UNION
Grave Pits
ULLMAN BLVD.
COLUMBIA AVE. (OLD US 30)
PORT OF MORROW PROPOSE
FOOD PROCESSING PARK
MAIN ST.
BOARDMAN AVE.
Boardman
Built-in off Ramp Old US 30
ALTERNATE 2
ROAD CONNECTION 0.9 MILE
$200,000
ALTERNATE 1
DIAMOND INTERCHANGE
$825,000
OLSON ROAD
16
15
14
17
WILSON
ROAD
KUNZE
ROAD
CANAL
IRRIGATION
20
21
22
23
NAVAL
RESERVATION
BOUNDARY


PORT OF MORROW
PORT OF MORROW
ALTERNATE CCESS ROADS
LOCATIO SECTION
OREGON STATE GHWAY DIVISION
MARC 1974
Excellent Rail overpass
RROW PROPOSED
SING PARK
ALTERNATE 3
FRONTAGE ROAD 2.3 MILES
$566,000
PACIFIC
UNION
Clarks
Coyote Spring
Boardman Junction
Boardman Junction
ROOT LANE
IRRIGATION
CANAL
1
1
12
12
7
8
13
13
18
17
24
N
SCALE 1:24 000
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 KILOMETER
CONTOUR INTERVAL 10 FEET
DATUM IS MEAN SEA LEVEL
DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS LOW WATER
GRADIENT ESTABLISHED BY CORPS OF ENGINEERS


Possible Ferry 1995
Logs & Chips
McGregor
Kapital Mart
Fertilizer Grains
GSL
3
4
BM 273
OLD
PACIFIC
State
3 Wells
21"
30"
Park
Ready-Mix
Overnighters
Park
UNION
288
9
Oregon Potato
11
Lagoons
PROPOSED INTERCHANGE
RIPPLE
BM 316
300
Pendleton
Boardman
Portland 164 Miles
345
340
Interchange Request
295
330
ROOT
ROAD
Commercial
BOUNDARY
Returns
Possible Irrigation Water Easement
Off Ramp West Bound.
RUPERT KENNEDY
COORDINATOR — PORT OF MOR
1 MARINE DRIVE 481-2699
BOARDMAN, OR 97818
Trailer Park
ROAD
Commercial
CITY
16
15
WILSON
ROAD
17
Division
40 Acre
350
WEST
EXTENSION
IRRIGATION
New City
Projected 10,000 — 1985
ROAD
360
CANAL
IRRIGATION
400
20
21
22
23
BM 415


35
OLD
R25
300
32-Inch Pipe
350
OPG
10 Years
OPG
10 Years
1
6
GSL
Re-Capture
Re-Capture
350
337
Stone Well
Braat Well
BNRR
Park
Ready-Mix
BPA Sub
Totone Circle
BoFR
11
Lagoon
20"
10"
Irrigation Water Easement
Coyote Spring
PROPOSED
INTERCHANGE
BNRR
Port Disposal Area
Oregon Potato Circle 10 Years Disposal
Interchange Request
BM 300
2 LANE
ROOT LANE
BM 272
394
730
Boardman Junction
Clarke
400
Off Ramp West Bound
ROAD
320
Boardman Junction
Braat Easement For Well + PipeLine
2 LANE
Spring
ROAD
13
13
18
430
Eastern Oregon Circle Road.
360
IRRIGATION
EXTENSION
CANAL
BM 418
One 72-inch Pipe
30" Future
400
450
23
24
19
Future
EFFLUENT DISPOSAL
LAND

[illegible]UPERT KENNEDY
C[illegible]ATOR — PORT OF MORROW
1 MARINE DRIVE 481-2695
BOARDMAN, OR 97818

9621

8

Robert W. Straub
xxxxxxxxxx

May 15, 1975

Mr. Dan Daltoso, Principal
Riverside Junior-Senior High School
P. O. Box 128
Boardman, OR 97818

68J

881S

1325J

Dear Mr. Daltoso:

This is in answer to your May 1 letter concerning a possible interchange at the junction of I-80N and the Old Highway 30 east of Boardman.

This proposal has been requested in the past by Morrow County. Various requests have been made to the Federal Highway Administration, whose approval must be obtained on these types of projects. Approval was not granted. The Federal Highway Administration suggested that rather than add a new connection to the freeway proper, a better plan would be to develop a frontage road from the Irrigon Junction interchange to the Industrial Park.

Whatever plan is developed, it is doubtful if the Federal Highway Administration would provide funds even if they were to approve such a design. With the present-day shortage of State funds, it would be extremely difficult for the Highway Division to participate in this project.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder
E. S. Hunter (enc.)
L. E. George
Glen Clark
J. H. Versteeg
W. E. Schwartz (enc.)

DNS/RDT:jr ja

DAN DALTOSO
Principal

MORROW COUNTY
SCHOOL DISTRICT
MATTHEW DOHERTY, Supt.

Riverside Junior-Senior
High School
P. O. BOX 128
BOARDMAN, OREGON 97818

May 1, 1975

RECEIVED
STATE HWY ENGR
MAY 5 '75
REFER TO
Schroeder
FOR
Info | Invs | R.D | D.R | Sign | Act | File

NOTED
L.E. JOHNSON

Mr. George Baldwin, Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

A serious problem concerning the safety of young people exists currently in theCity of Boardman. The only streets supplying both truck and car traffic to the Boardman Industrial Park are Main Street, which joins the school grounds on the west and Columbia Avenue, which forms the school boundary on the north.

My main concern, and the conern of parents who have approached me, is for some safe access to the school grounds for pedestrian traffic between the hours of 7:30 and 8:30 a.m. This is, of course, the time when 95 per cent of the workers for the industrial park are passing the west and north boundaries of the school.

I realize that the Oregon State Highway Department can't solve the traffic problems for all cities in Oregon. I would, however, ask that you re-examine the possibility of installing the proposed interchange at the junction of 80N and Old Highway 30 East at Boardman. This would allow traffic from the freeway to the industrial park without passing the school grounds. This would also solve our problem, since approximately 95 per cent of the traffic to the park is from outside the City of Boardman.

We would be happy to assist you in securing information or supplying data which would enable you to better understand the existing condition before making your decision. Please don't hesitate to call on me for any assistance.

Sincerely yours,

Dan Daltoso

Dan Daltoso

tm

RECEIVED
MAY 6 1975
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

9

APR 29 1974

Mr. Rupert Kennedy, Coordinator
Port of Morrow
#1 Marine Drive
Boardman, Oregon 97818

Dear Rupe:

We have developed the following information concerning access to the Port Food Processing Park. In order to provide an objective approach for the analysis, two alternates in addition to your concept were studied. A map and traffic analysis are enclosed.

Your concept is designated on the map as Alternate 1 which places a new interchange approximately 1-1/2 mile easterly from the Boardman Interchange. This alternate provides the most direct access, having the shortest distance from the Park to I-80N. The estimated cost for implementation of this concept is $825,000.

On Alternate 2, access would be gained through the Boardman Interchange. In order to alleviate the problem of trucks through Boardman--an apprehension expressed in your letter--a new road is proposed to provide a connection between the Boardman Interchange and Columbia Avenue. The distance from I-80N to the site is 1.1 mile, and its implementation cost is estimated at $200,000.

Alternate 3 would provide access to the Park from US730 via the US730 Interchange (Boardman Junction) by upgrading and extending the frontage road for 2.4 miles along the north side of I-80N to Columbia Avenue. The implementation cost is estimated at $565,000.

These alternates would provide access to the Park with varying degrees of efficiency. There is no doubt that an additional interchange located between the two existing interchanges would provide the most efficient access; however, there are problems attendant in implementing this proposal:

1. The position of the interchange is such that it approaches minimum spacing requirement relative to the Boardman Interchange for proper signing of the exits; from a topographical standpoint, the interchange cannot be shifted to provide the necessary spacing. This may be one bottleneck in attempting to obtain FHWA approval for the interchange.

2. Again, it appears that traffic, at least for present needs based upon the data you furnished, would not support an interchange, thus making it additionally difficult to justify to the FHWA.

3. Since the interchange would be associated with I-80N and subject to FHWA approval, the necessary administrative procedures would be required. To merely allocate funds is not enough. The NEPA (National Environmental Policy Act) and the Hearing Process as covered in our Action Plan, must follow a prescribed procedure which will involve systems analysis (for justification of the interchange), environmental impact statement, public meetings and hearings, and other steps before FHWA approval could be obtained. Even if we were able to commit funds to a proposal such as this, it would take from three to five years before construction could begin.

4. Because of the decline in highway revenues as a result of the recent energy crisis, we must be extremely selective in the use of available funds. At the moment, we are evaluating the critical needs throughout the state so that the funds can be used in the best interest of the people in meeting the needs for highway improvements.

It is my suggestion that if an improved access is desired, implementing Alternate 2 would provide at least for the immediate needs. It appears that such a connection would be needed in any event and that this could constitute Phase 1 of an ultimate plan. As pointed out previously, we cannot give you any assurance of financial assistance in this endeavor because of the present funding picture. It might be well to consider local funding sources for implementation of Phase 1. When the industrial park develops to the degree that justification of an additional interchange is possible, consideration can then be given toward initiating the administrative processes for approval and implementation.

I will be happy to respond to any questions you may have.

Sincerely,

George M. Baldwin
Director of Transportation

Enclosures

Sam R. Haley
bc F. B. Klaboe
A. E. Johnson
E. S. Hunter
Victor D. Wolfe

WHT:mc fn

OREGON DEPARTMENT OF TRANSPORTATION
Planning Section
Plan Development Unit

PORT OF MORROW FOOD PROCESSING PARK

Traffic Assignment

Traffic assignment is based on present and projected land-use development of an area. Since the Port of Morrow is a new development, it was necessary to determine the base year traffic movements into the area related to some degree of development.

Present Traffic

The existing traffic assignments to the Port of Morrow Food Processing Park is based on the industrial plants and food processing plants now located or with commitments to locate in the park in the near future. These firms were requested to provide the number of employees and anticipated number of trips during the first year of full operation. Since all firms with commitments to locate in the park expected full operation in 1975, this year was chosen to be the base year for traffic projections. Trip ends to the food processing park were determined from the above information based on number of employees and truck trips. Trip origins were located based on development of the area in terms of housing and agricultural lands. Traffic assignment to the existing highway system, as well as three alternate proposals were made using the 1975 trip data.

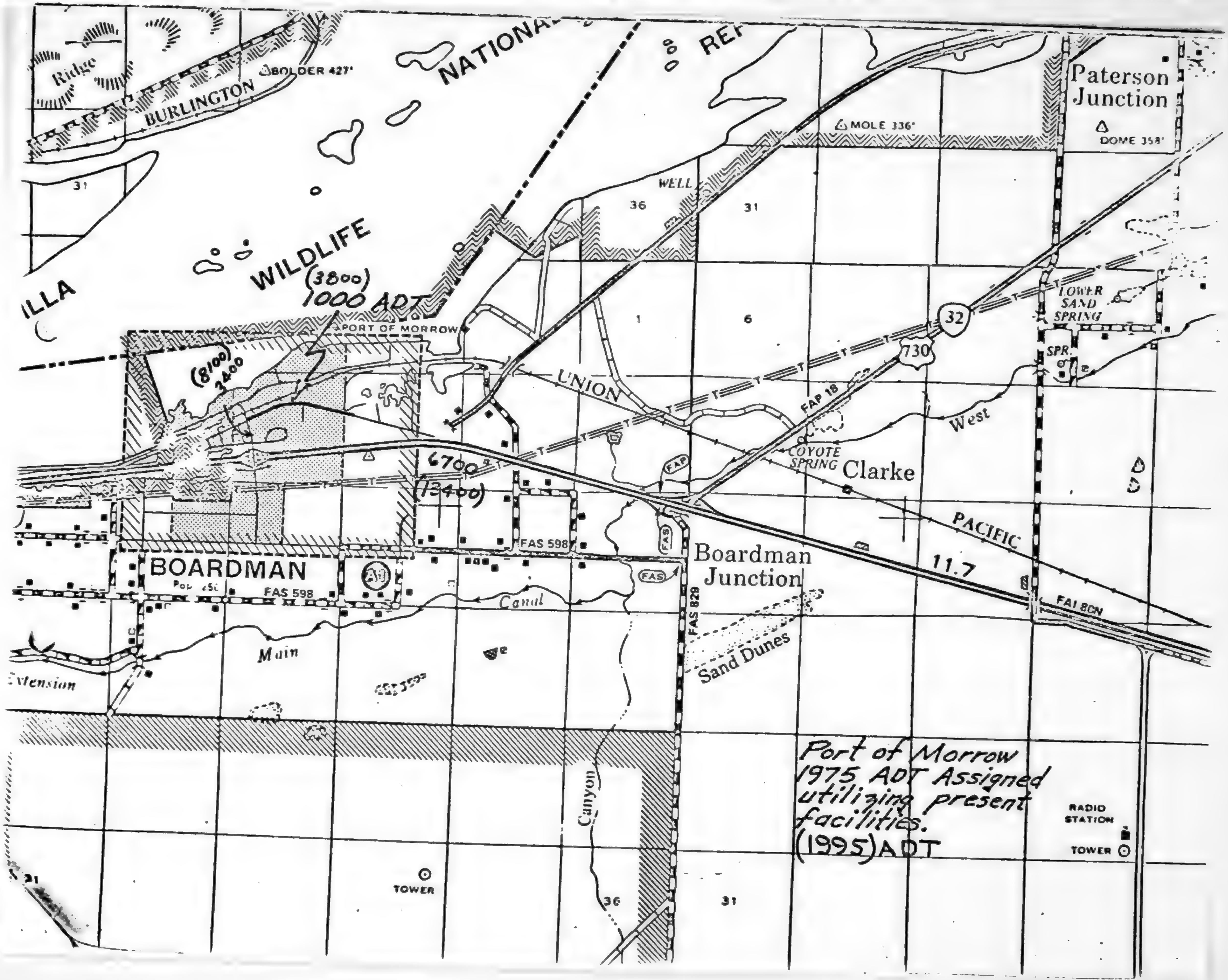
Projected Traffic

The 1975 base year traffic was projected to a future year assuming complete development of the 350 acre park. It is expected that full development will be accomplished in 15 to

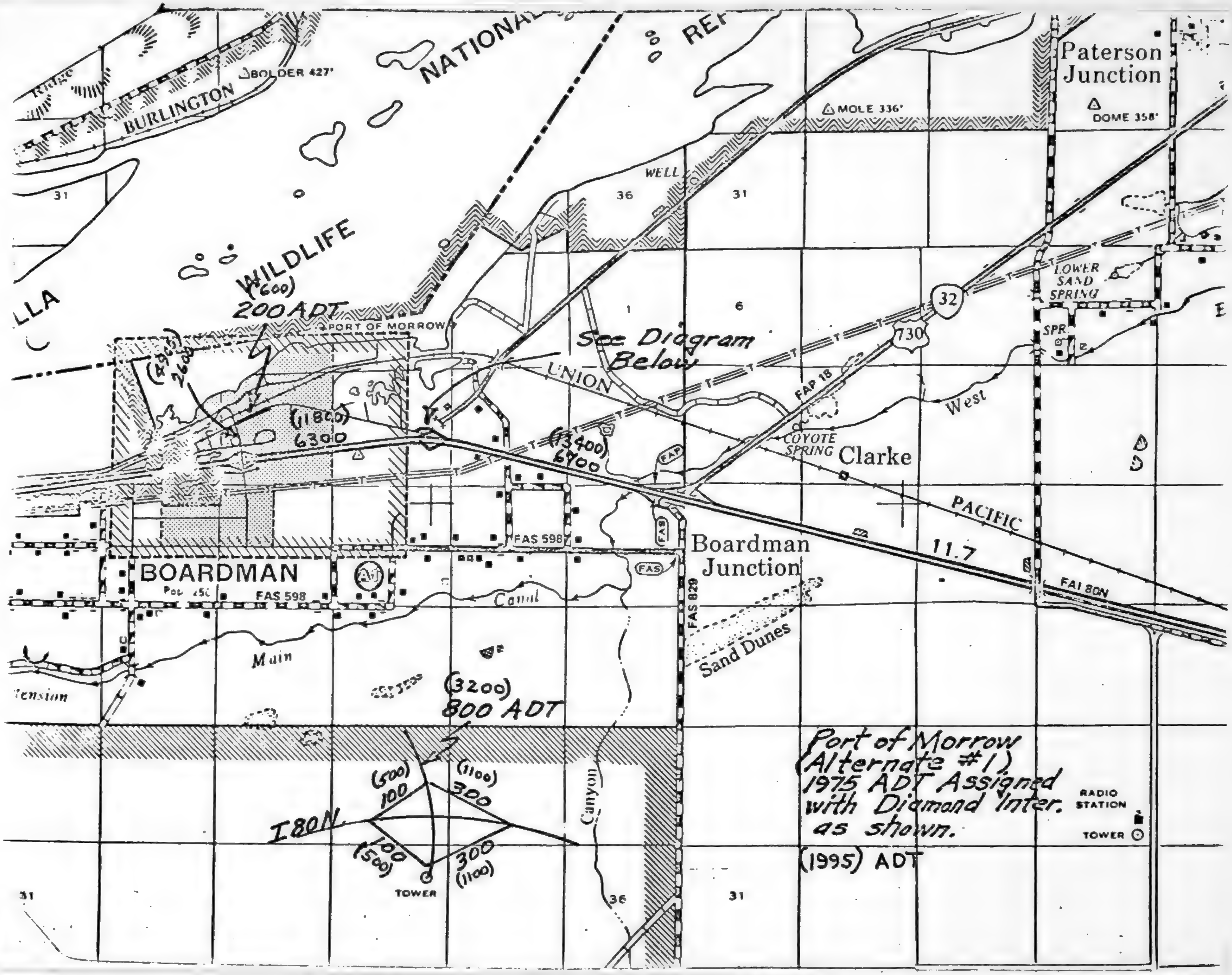
20 years. For purposes of traffic assignment and analysis used in this study, it is assumed full development will be reached in 20 years, or by 1995. The 1995 traffic assigned to the existing highway system, as well as the three alternate proposals was based on the 1975 base year trip assignment projected to 1995 assuming the same degree of development occurring on the remaining vacant land within the food processing park.

Attached is a map with 1975 and 1995 average daily traffic (ADT) assignment for each alternate considered in this study.

Tom Schwab
3/1/74


Ridge
BURLINGTON
BOLDER 427'
NATIONA
REF
ILLA
WILDLIFE
MOLE 336'
Paterson Junction
DOME 358'
WELL
36
31
1
6
31
(3800)
1000 ADT
PORT OF MORROW
(8100)
3400
UNION
LOWER SAND SPRING
SPR.
32
730
FAP 18
West
COYOTE SPRING
Clarke
FAP
6700
(13400)
PACIFIC
11.7
FAI 80N
FAS 598
BOARDMAN
Pop. 250
FAS 598
FAS
FAS
Boardman Junction
FAS 829
Canal
Main
Extension
Sand Dunes
Canyon
RADIO STATION
TOWER
TOWER
31
36
31

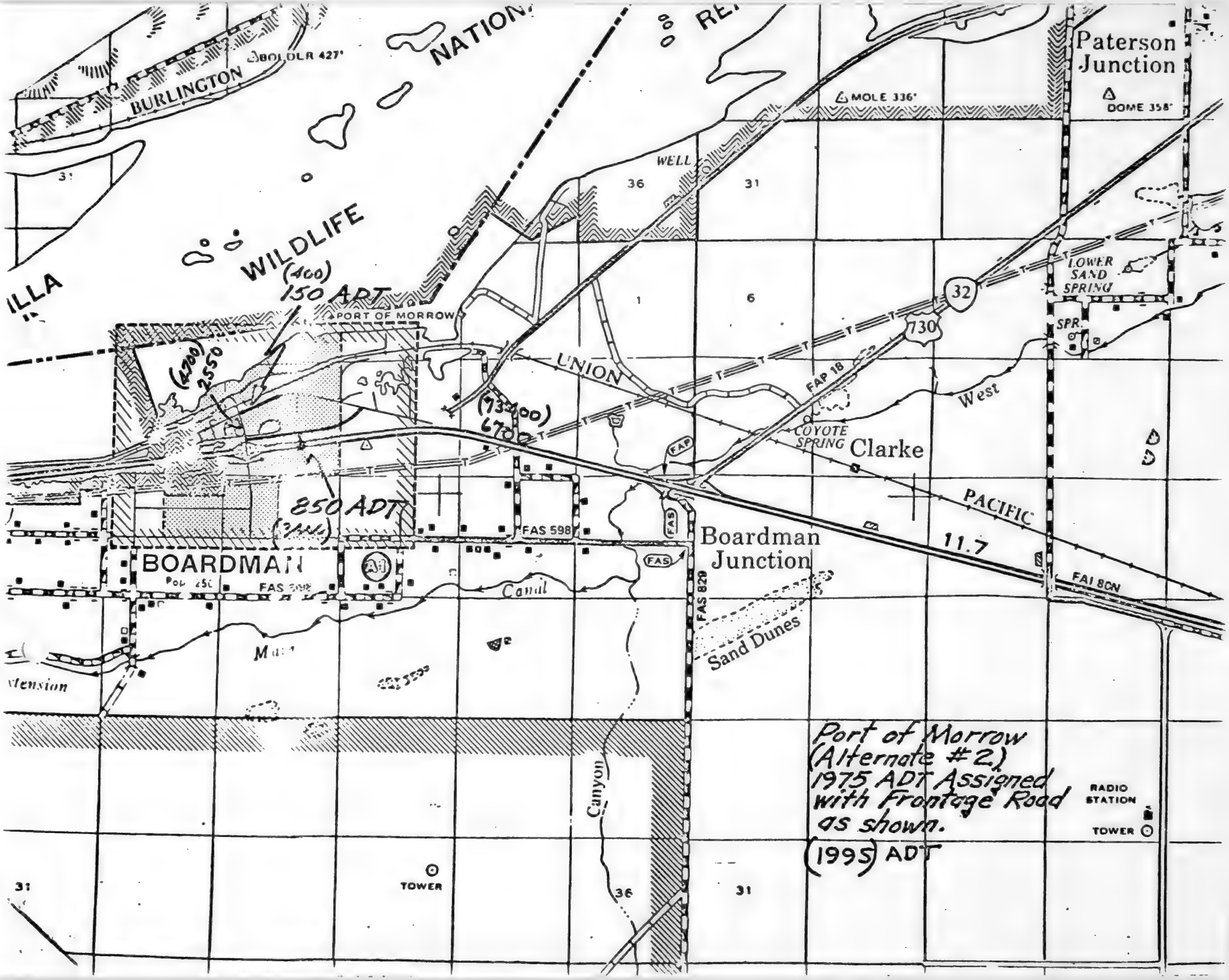
Port of Morrow
1975 ADT Assigned
utilizing present
facilities.
(1995) ADT



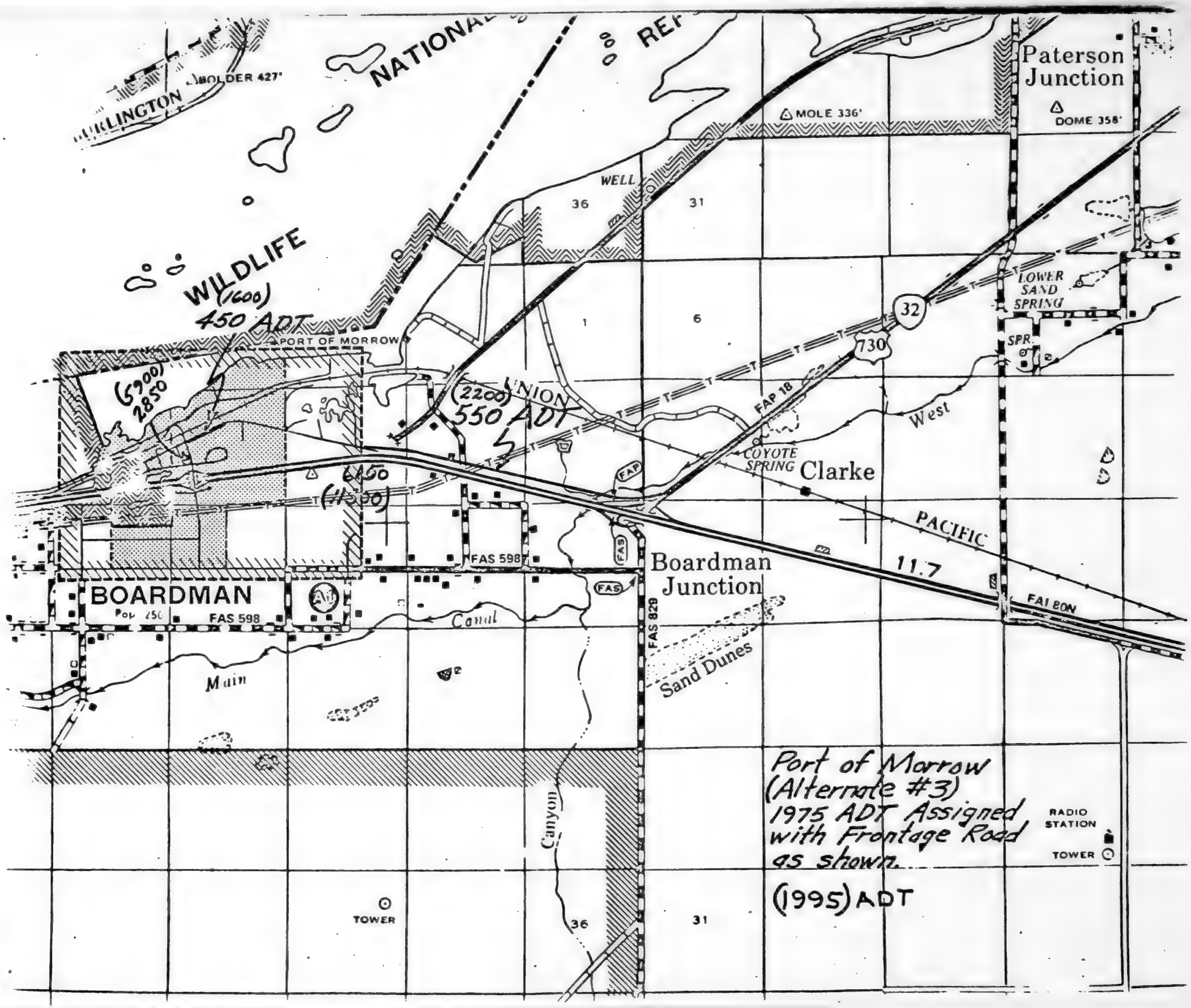
Port of Morrow (Alternate #1) 1975 ADT Assigned with Diamond Inter. as shown.

(1995) ADT

NATIONAL
REF
WILDLIFE
LLA
BURLINGTON
BOLDER 427'
Ridge
MOLE 336'
DOME 358'
Paterson Junction
WELL
31
36
31
1
6
(600)
200 ADT
PORT OF MORROW
(4900)
2600
See Diagram Below
UNION
(1800)
6300
(13400)
6700
32
730
FAP 18
FAP
LOWER SAND SPRING
SPR.
West
COYOTE SPRING
Clarke
PACIFIC
11.7
FAI 80N
FAS 598
FAS
Boardman Junction
FAS
FAS 829
BOARDMAN
Pop 150
FAS 598
Air
Canal
Main
tension
Sand Dunes
(3200)
800 ADT
(500)
100
(1100)
300
I80N
100
(500)
300
(1100)
TOWER
Canyon
36
31
31
RADIO STATION
TOWER


BURLINGTON
BOLDLR 427'
NATION
RE
WILDLIFE
ILLA
MOLE 336'
Paterson Junction
DOME 358'
WELL
36
31
1
6
31
(400)
150 ADT
PORT OF MORROW
(4700)
2550
UNION
(73400)
6700
32
730
FAP 18
LOWER SAND SPRING
SPR.
West
COYOTE SPRING
Clarke
FAP
PACIFIC
11.7
FAI 80N
850 ADT
(3444)
FAS 598
FAS
Boardman Junction
BOARDMAN
Pop 250
FAS 598
FAS 829
Canal
Sand Dunes
Main
Extension
Canyon
RADIO STATION
TOWER
TOWER
31
36
31

Port of Morrow
(Alternate #2)
1975 ADT Assigned
with Frontage Road
as shown.
(1995) ADT


BURLINGTON
BOLDER 427'
NATIONAL
REF
WILDLIFE
(1600)
450 ADT
PORT OF MORROW
(5900)
2850
(2200)
550 ADT
UNION
6450
(11500)
MOLE 336'
WELL
36
31
1
6
Paterson
Junction
DOME 358'
32
730
LOWER
SAND
SPRING
SPR
FAP 18
West
COYOTE
SPRING
Clarke
PACIFIC
11.7
FAI 80N
FAP
FAS
Boardman
Junction
FAS 829
FAS 598
BOARDMAN
Pop 250
FAS 598
Canal
Main
Sand Dunes
Canyon
TOWER
36
31
RADIO
STATION
TOWER

Port of Morrow
(Alternate #3)
1975 ADT Assigned
with Frontage Road
as shown.

(1995) ADT

006655

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

Mr. Rupert Kennedy, Coordinator
Port of Morrow
#1 Marine Drive
Boardman, Oregon 97818

February 11, 1974

Dear Rupe:

The developments announced to date by the Port and those projected for the near future are certainly impressive and are indicative of the farsighted efforts of many individuals connected with the Port over the last several years.

The magnitude of your projected development does indicate that there may well be need for road improvements in the vicinity of the development.

I have asked the Highway Division to review your request and develop the necessary data with which to analyze the need for the interchange which you have requested. They will also look into the possibilities for funding such as federal-aid, together with an analysis of the responsibility for such funding. It is entirely possible that such an analysis would reveal that the Port of Morrow has a financial responsibility toward the requested improvement.

I would expect that during the course of analysis, the engineering staff will be corresponding with you to obtain additional information on the total projected development. This will serve to keep you generally abreast of our activity which I expect can be completed on or before May 1, 1974. I will advise you of the Highway Division findings as soon as their other work will permit completion of this study.

Sincerely,

George M. Baldwin
Director of Transportation

cc
Sam R. Haley
F. B. Klaboe
E. S. Hunter
Victor D. Wolfe - Begin study and complete as soon as possible.
W. E. Schwartz

ESH:jf fn

1

GARLAND SWANSON
President
OSCAR PETERSON
Vice President
JOHN R. (DICK) KREBS
Secretary

Port of Morrow

MORROW COUNTY
~~CITY HALL~~ #1 Marine Drive
BOARDMAN, OREGON 97818
PHONE 481-2695
Area Code (503)

LAWRENCE LINDSAY
Treasurer
DEWEY W. WEST, JR.
Commissioner
RUPERT W. KENNEDY
Coordinator

[illegible] Baldwin
Draft for copy Baldwin
1-24

January 23, 1974

Mr. George Baldwin, Administrator
Department of Transportation
307 Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

For the last eight months we have been furnishing your planning engineers truck and auto count which will enter the Port Food Processing Park.

Our projections have all been substantiated by commitments to construct by August 1, 1974. There will be other tenants locating. (Data attached)

all of these vehicles will have to travel the seven mile round trip through the City of Boardman, passing the High School and Junior High to the processing facilities until your agency provides a Port ingress - egress.

We would be extremely pleased if you would expedite the Port interchange, as depicted on the attached map.

Sincerely,

Rupert Kennedy

Rupert Kennedy
Coordinator

RECEIVED
STATE HWY ENGR
JAN 24 '74
REFER TO
AL
FOR
Info | Inves | R/D | Dir | Sign | Act | File

NOTED
A. E. JOHNSON

RECEIVED
JAN 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JAN 24 1974
OFFICE OF
DIRECTOR of TRANSPORTATION

June 7, 1973

Mr. Rupert Kennedy
Coordinator
Port of Morrow
City Hall
Boardman, OR 97818

Dear Mr. Kennedy:

You recently asked the Highway Division to look at a proposed interchange which would be used in conjunction with the Port of Morrow Food Processing Park.

Mr. Tom Schwab, Statewide Studies Engineer, has contacted you on two separate occasions to obtain information required in our analysis. You indicated you would have more accurate information concerning truck traffic sometime after July 20. Mr. Schwab will contact you shortly after the 20th so we may look at the advisability of a new interchange or other possible alternatives, utilizing your up-to-date information.

Very truly yours,

F. B. Klaboe
State Highway Engineer

NOTED
F. B. KLABOE

bc: G. M. Baldwin
A. E. Johnson
E. S. Hunter
Robert E. Royer
R. L. Schroeder
W. E. Schwartz

RER:we dpy

~~Boardman~~ Food

FORM E-[illegible] (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 4, 1973

To: Bill Tebeau
Asst. Planning Engineer

SUBJECT: Proposed Interchange
Port of Morrow
Food Processing Park

In a letter dated April 20, 1973 the Port of Morrow, Morrow County, requested the Highway Division to consider an interchange on I-80N east of Boardman to serve the Port of Morrow Food Processing Park. On May 9, 1973 Mr. Rupert Kennedy, Coordinator for the Port of Morrow, was contacted and asked to provide information on proposed developments in the Food Processing Park. Mr. Kennedy indicated he could provide employment figures and truck movements for the proposed development. This information is vital for traffic assignment to the proposed interchange.

Since no information had yet been received by this section, Mr. Kennedy was again contacted on May 31, 1973. He suggested we hold off assigning projecting traffic on this proposed interchange until after July 20th. At this time he will be better able to determine what kind of truck movements and employment will be in the Food Processing Park. There are several potatoe storage facilities and a french frier facility planning to locate in the area.

I will contact Mr. Kennedy sometime after July 20 and request the information needed for analysis of the proposed interchange.

Tom Schwab

Tom Schwab
Statewide Studies
Engineer

TS:we

GARLAND SWANSON
President
OSCAR PETERSON
Vice President
JOHN R. (DICK) KREBS
Secretary

Port of Morrow
MORROW COUNTY
CITY HALL
BOARDMAN, OREGON 97818
PHONE 481-2695
Area Code (503)

LAWRENCE LINDSAY
Treasurer
DEWEY W. WEST, JR.
Commissioner
RUPERT W. KENNEDY
Coordinator

April 20, 1973

Mr. George M. Baldwin, Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Baldwin:

We are sending you the attached information to keep you up to date with Boardman developments.

Significant changes are occurring. We have 13,000 acres of exotic automatic pivot circle irrigation today - 7,000 acres of potatoes in Morrow County in 1973. 25,000 acres of new pivot circles will be installed east of the Bombing Range by the end of 1974.

The nuclear plant on Carty will start construction in early 1975.

Boardman will have 3,500 people by mid-1977 and 10,000 by 1990.

Thousands of truck miles will be clocked bringing the food and fibre to the processing plants in our Food Processing Park.

City and industrial wastes will be barged to the 40,000 acres of row crop irrigated lands in eastern Morrow County, starting with the Navy land blow controls.

Potato, alfalfa and vegetable processing and storage will be operating in our park next year.

You will note our freeway ingress-egress planning on our map and we ask your cooperation, probably a north "Y" at the proposed Port interchange next year.

Sincerely,

Rupert Kennedy

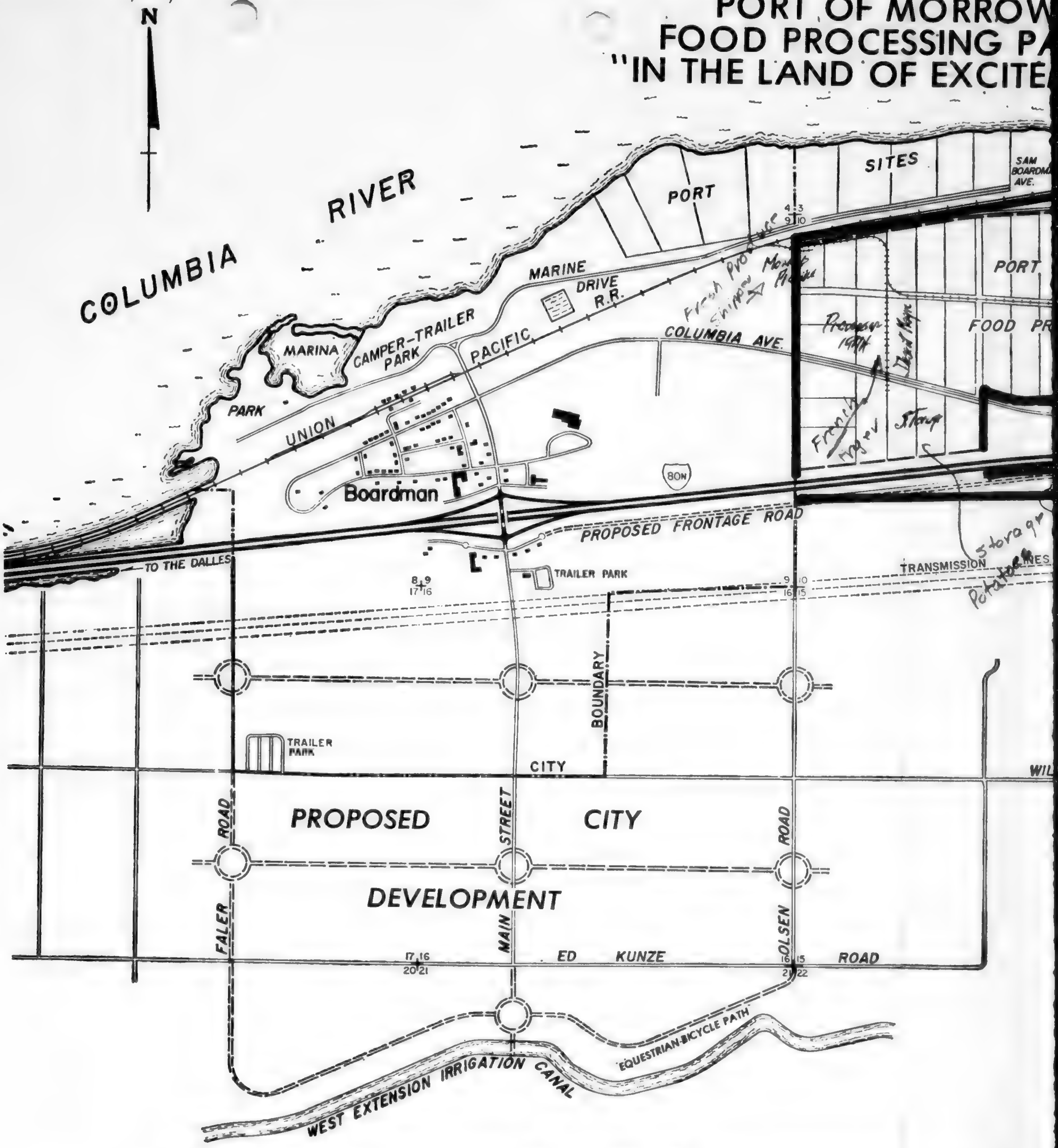
Rupert Kennedy
Coordinator

cc: Governor McCall
Don Hodel

French Fryer
5 mill Plant 1/2 size of

RECEIVED
APR 23 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

PORT OF MORROW
FOOD PROCESSING PA
"IN THE LAND OF EXCITE

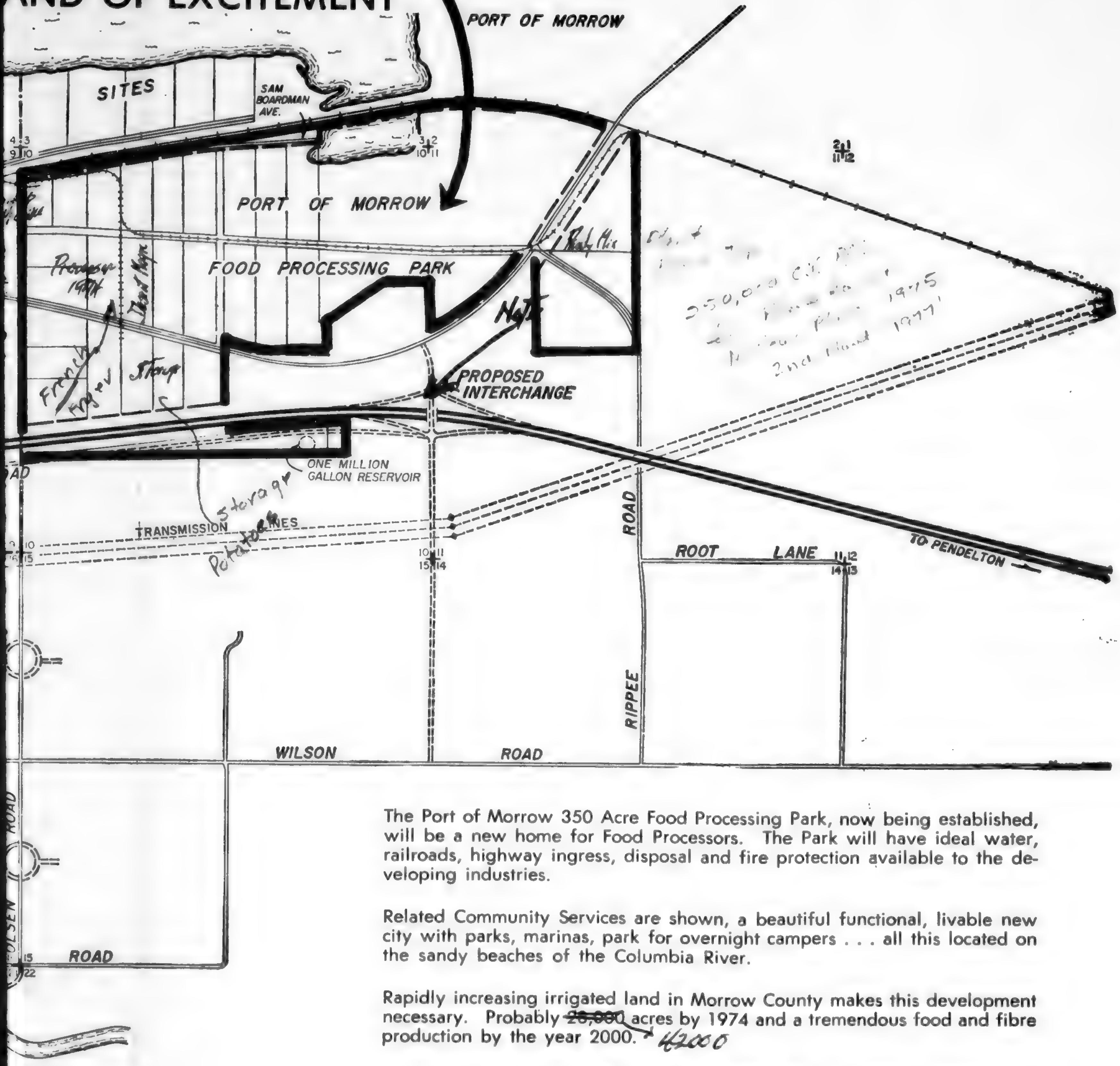

N
COLUMBIA RIVER
PORT SITES
SAM BOARDMA AVE.
PORT
FOOD PR
MARINA
PARK
CAMPER-TRAILER PARK
MARINE DRIVE
UNION PACIFIC R.R.
COLUMBIA AVE.
Boardman
80N
PROPOSED FRONTAGE ROAD
TO THE DALLES
TRAILER PARK
TRANSMISSION LINES
BOUNDARY
CITY
WIL
PROPOSED CITY DEVELOPMENT
FALER ROAD
MAIN STREET
OLSEN ROAD
ED KUNZE ROAD
EQUESTRIAN-BICYCLE PATH
WEST EXTENSION IRRIGATION CANAL
4 3
9 10
8 9
17 16
9 10
16 15
17 16
20 21
16 15
21 22
Fresh Produce Shipper
Processor 1984
French Fryer
Storage
Storage
Potatoes

Port of Morrow

CITY HALL - BOARDMAN, OREGON - (5

Garland Swanson, President - Oscar Peterson, Vice President - John R. (Dick) Kiebs, Secretary - Lawrence Lindsay, Tr

RT OF MORROW
PROCESSING PARK
AND OF EXCITEMENT"


PORT OF MORROW
SITES
SAM BOARDMAN AVE.
PORT OF MORROW
FOOD PROCESSING PARK
Processor 1974
French Fryer
Storage
PROPOSED INTERCHANGE
ONE MILLION GALLON RESERVOIR
storage Potatoes
TRANSMISSION LINES
350,000 C.F.
Nuclear Plant 1975
2nd Unit 1977
ROAD
RIPPEE
ROOT LANE
TO PENDELTON
WILSON ROAD
OLSEN ROAD
ROAD

The Port of Morrow 350 Acre Food Processing Park, now being established, will be a new home for Food Processors. The Park will have ideal water, railroads, highway ingress, disposal and fire protection available to the developing industries.

Related Community Services are shown, a beautiful functional, livable new city with parks, marinas, park for overnight campers . . . all this located on the sandy beaches of the Columbia River.

Rapidly increasing irrigated land in Morrow County makes this development necessary. Probably ~~26,000~~ 42000 acres by 1974 and a tremendous food and fibre production by the year 2000.

The multiple use provided by Nuclear Power Plants - Irrigation - Recreation, Organic Waste Recycling - Warm Water Agriculture and Wildlife Habitat will create an exciting future for our young people.

rrow Commission

OARDMAN, OREGON - (503) 481-2695

s, Secretary - Lawrence Lindsay, Treasurer - Dewey W. West Jr., Commissioner - Rupert W. Kennedy, Coordinator

9629

8

For additional information regarding Boardman Area:

CONSTRUCTION
Right of Way
Abandonment & Retention ~~1970~~ 1971

CONSTRUCTION
Right of Way
Columbia R. Hwy. 1971

CON 21-3
County Roads - Morrow 1973

TRA 7-8 ~~1973~~ ~~1974~~ ~~1975~~ ~~1976~~ 1977

#7667

SERIES TITLE:

Contracts

LAST RECORD
IDENTIFICATION:

Contract # 9629 #1

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